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ISSUE 131  
FEBRUARY/MARCH 2020

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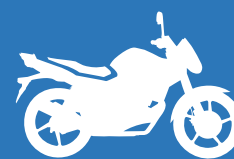
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## Reflections of a scooterist

**A**lthough this issue is dated February/March, due to the way the publishing industry works, you're probably reading this issue in January, so I'd first like to wish everyone a Happy New Year. But before finally saying goodbye to 2019 let's reflect on our individual experiences of that year - was it a memorable year for you?

My overriding memory of 2019 will be the rain, which sometimes never eased, resulting

in me struggling on occasions to get a scooter out of my shed. That might seem a strange reflection to some, but let me try and explain. My shed is located to the rear of my property and I have to ride my scooter down a farm track to get it out - not so easy when it's rained for weeks and farm tractors have left some great big furrows to negotiate before I've any hope of reaching anything resembling a road. It would have been an interesting

photograph if someone had snapped me up to my ankles in mud, trying to push a scooter with the engine running and falling flat on my face in the process - not to mention the abuse from the missus over the mess I'd created! That's my personal overriding memory of 2019 - let's hope yours are much better!

Mau







# Back when we had hair



**DO YOU HAVE A NOSTALGIC STORY TO TELL, OR AN OLD PICTURE TO SHARE?**

Classic Scooterist, PO Box 99, Horncastle, Lincs LN9 6LZ ✉ [mauspencer@classicscooterist.com](mailto:mauspencer@classicscooterist.com) ☎ 01507 529408



## Rattle can respray

The period picture shows my black and red Li 150 Series 2 just after my rattle can respray in 1969; it was my first scooter and I loved it. The colour picture shows me in more recent times on a Lambretta SX200. I'm just finishing off a GP150 restoration now some 50 years later. Who'd have thought that – scooters are in your blood!

**Graham Walker**



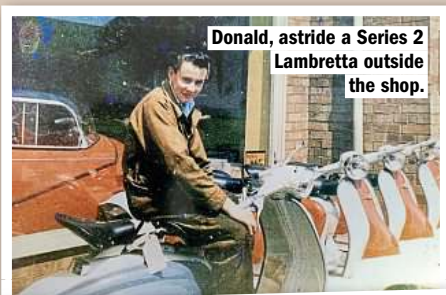
## Hazy days

Me, Andy Foot (my 'booze buddy') and Elaine Sinkins back in the hazy days of 1983-ish. Ha ha, I had a beard before they were fashionable. Elaine ended up being my wife – and still is.

**Simon Balistrari**

## Scunthorpe way back when

Here's a couple of pictures of Donald Gaunt from way back in his days as an apprentice at Town Garage in Doncaster Road, Scunthorpe.



Donald, astride a Series 2 Lambretta outside the shop.



Donald and his boss, Dave Robinson, astride a dual control Vespa.

**Rich**



## 40 years of scootering

I haven't changed a bit – maybe less lights than these nowadays.

**Mark Cooper**



## Squint and you'll see them

This is my 1956 Lambretta Li, reg TKG 237. The picture was taken in Hackney, London, and shows my brother who was two at the time (now 64); I'm 79 – happy days! Sorry about the quality of the picture.

**Lesley Moore**

## SHARE YOUR NOSTALGIC PICTURES WITH OUR READERS

If you have any pictures from the past, why not share them with our readers. Call Mau on 01507 529408, or email him at [mauspencer@classicscooterist.com](mailto:mauspencer@classicscooterist.com)





## Glory days

At the Westminster Tea Hut.

Seamus Wade



## Pure Acid

Rick Sheppard's Pure Acid - a work in progress.

Mike Minibretta



## 'TANGERINE' - WHERE ARE YOU?

Anyone know who owns this scooter? It's what Tangerine evolved into. Would love to know its whereabouts or where the original cutdown frame is, and if it's for sale, to restore it to original bone-down state. You'd of thought such an influential scooter would be easily traceable.

Mark Palmer

## A French/Belgium adventure

This picture was taken around 10 years ago on a two-and-a-bit weeks rally trip to take in Paddy Smith's rally down in southern France. We then worked our way up to the Beat Sugar rally in Amiens, northern France, before finally moving on to the Oysterboon rally near Antwerp. I'm such a nerd that the GP was cleaned every morning before setting off again.

It's a long time since I had hair - after all, I've been married for 35 years.

Andrew Dye



## Early 70s Scarborough

Bank Holiday weekend at Scarborough some time in the early 70s - great Northern Soul memories.

Duncan Kilbride



## 'Slick' - gone but not forgotten

My friend came round with this photo recently. It's the first time I've seen this picture of our '1974 gang' in 45 years (I'm the one with my head by the flyscreen, by the way). The lad sitting on the scooter is 'Slick', who passed away recently; he was a lifelong friend so it was really upsetting to see the picture. But it is a brilliant photo and I wonder if you'd mind publishing it in memory of Slick.

Frank Allison



## Soul survivor

The author aged 18 years: Sole surviving 1960s image taken outside my parents' house in Ashford, Kent. Mum, Dad and scooter sadly no longer around, but that Korean War issue M51 parka still dangles in my wardrobe to this very day.

The scooter was a hybrid 'dealer special' from Myres of Maidstone; they named the half-dozen bitzas they built as 'The Myres Midget'. Mine was based on a 152L2 frame/forks with a Sportique engine and GS150 wheels. Later I threw away the Sportique lump in favour of a GS160 unit, and until this day I don't understand why it ran without a battery.

Our local scooterist venues were Margate and Hastings, but I never encountered any Mods and Rockers aggro – it was all media hype. I had plenty of good mates with greasy bikes and scruffy



leathers, but there was never any rivalry other than good-humoured banter and piss-taking. PS: It's kind of inappropriate for 'Back When We Had Hair' because my golden locks are still alive and well, lol.

**Greg Kinge**



## Mid-80s memories

This Armandos Special is a happy reminder of the mid-80s.

**Keith Buttle**



## Turn back the clock

I wish I could – please!

**Andy Gallagher**



## Bolton Spartans

Ginger and Caroline's scooters, complete with Bolton Spartans legshield banners.

**Mick Birchall**



## Early Seventies Rochdale

Here's a picture of me taken back in the early Seventies during my Rochdale Scooter Club days.

**David Ireson**



## The perfect Chopper!

How about this for a great photo – taken on Scarborough sea front.

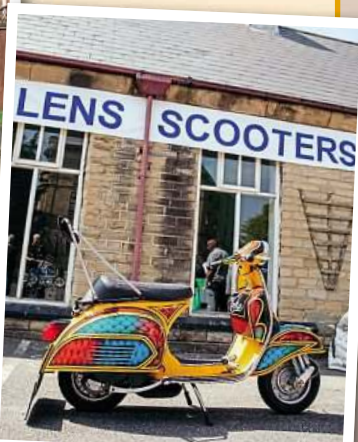
**Morley Shaun**



## Outside Lens Scooters

Lens Scooters was the place to go in the 1970s, so it seemed a fitting place for Scootering Stan to a do magazine photoshoot of 'The Joker' outside of there. The other picture shows me on 'The Joker' with my mates Stuart Mclean Kellas and Ian Robert Palmer.

**Paul Wood**





# Good times

I wouldn't change a thing and would go back and do it all again in a heartbeat.

**Jim Dennis**

At Lydden Hill with Rob Lowe, Dave Sawicki, Steve Woodhams, Garry Porter, Dave Wyeth, Calvin Wood, John Lowe, Clair Wood, Medway Vespa Club and Mark Ockendon.



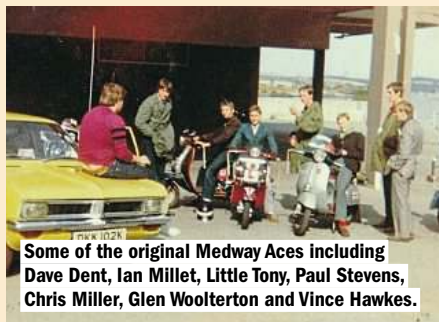
On the way to see The Who play Quadrophenia in Hyde Park with Vic from Morden, Dave Drew, Adrian Pont, Plug and David Gray.



Out in front - of course!



Some of the original Medway Aces including Dave Dent, Ian Millet, Little Tony, Paul Stevens, Chris Miller, Glen Woolterton and Vince Hawkes.



Ant and Dec on my GS and Nigel Harris's TV.



At the IoW with Rob Fitzgerald and Peter Johnston. Not sure what year?



My lovely P200 about 1980, outside my garage in Davenport Avenue.



Oh to be young again!



Me next to my old mate Pete Burles, RIP



Me on track in my racing leathers.



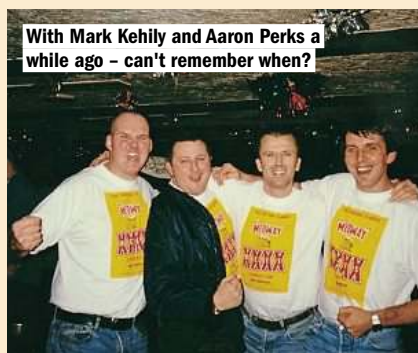
At EuroVespa in the South of France mid/late 80s, with Stephen Card, Si Marsh, Martin McGowan, John Hanson, Stephen Syms, Steve Holmes, Stephen Holmes, Dave Sawicki and Aix Les Bains.



Bloody hell, look at that lot! Ken Watkins, Clair Wood, Kerry Drew, plus others.



With Mark Kehily and Aaron Perks a while ago - can't remember when?





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## Gerbing heated jacket liner

**RRP: £199.99**

Riding through winter? Struggling to stay warm? Then Gerbing's new heated jacket liner could be exactly what you're looking for.

It's essentially an updated version of Gerbing's flagship jacket liner. Improving on the most popular features of the outgoing liner, it now comes with a patented MicroWirePRO heating element throughout the whole jacket, including the front, rear, collar and sleeves to offer a more even distribution of heat.

It's constructed from a soft, wind-resistant nylon shell, which has been designed to offer a more tailored fit in spite of the additional heating elements.

Info: [www.gerbing.co.uk](http://www.gerbing.co.uk)



## DÉJÀ VU

On November 30, 2019, Cheltenham Vespa Club held its Annual Dinner and Get-Together in the 15th century King's Head Inn, at Bishop's Cleeve, just outside Cheltenham. This event has now become so popular that it attracts not only CVC members, but also VCB and VVC members from various parts of the country.

A special attraction this year was the attendance of Gill Cameron, the daughter of CVC member, Jenny Ashford, who sadly passed away two years ago after a long battle with cancer. Jenny (formerly, Jennifer Jones of Merseyside VC) was crowned Miss Vespa at the 13th VCB National Rally at Nottingham in 1965, and daughter Gill recently discovered the original 'Miss Vespa 1965' sash. She decided to bring it along to the CVC dinner and to the delight of the guests, proudly posed on a beautiful GS160, wearing her mother's banner.

However, amongst the memorabilia on display that evening, guests were astonished to discover a photograph of Jenny being presented with the award by Bill Bond, the VCB President at the time. But the greater surprise was to see the likeness of Gill to her mother Jenny – almost a 'double'!

**Bill Gaskins**



Back in the day: Jenny Ashford (Jones) – 'Miss Vespa 1965'



Gill Cameron – bringing back memories

## VESPA 300 HPE ABS PULSAR RING

**RRP: £26.99**

In keeping with PM Tuning's Vespa GTS range developments, they have developed a new performance ABS pulsar ring for the latest Vespa GTS 300 HPE. This corrects the issue of the standard ring causing the ECU/rev limiter activating early, thus reducing the top end due to the road speed being reported incorrectly.

PM have corrected the algorithmic spacing so that the speed is accurately calculated and the correct data is sent to the ECU/rev limiter – so instead of topping out at 74mph, a true 80mph is achievable.

The part comes supplied complete with full fitting and recalibration instructions.

Info: [www.pmtuning.co.uk/pm9709](http://www.pmtuning.co.uk/pm9709)



## JB T-shirts and stickers

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JB Fabrication are doing a special offer on their great-looking T-shirts featuring their own custom logo front and back. The logos are screen printed on high-quality Gildan heavy cotton T-shirts and retail at £12.50 with free UK postage to our readers (just quote 'Classic Scooterist' when ordering).

The T-shirts are available in sizes S to 2XL.

Sticker packs are also available at £2.50 including UK postage.

Info: [JBFabrication69@aol.com](mailto:JBFabrication69@aol.com) or call 07810 652929







## Head down memory lane in Cumbria

Nestled in the scenic Leven Valley and open seven days a week, the Lakeland Motor Museum is tucked away between Newby Bridge and Haverthwaite, and if you've never been there, it's well worth a visit. The museum houses a unique collection of 30,000 exhibits, which include classic cars and motorbikes as well as scooters. The entire collection is presented in a social context, with a host of rarities to awaken some special memories.

The museum is conveniently located adjacent to the Lake District's arterial A590, only 20 minutes from J36, M6 and Central Lakes (Bowness), via the A592 (sat-nav: LA12 8TA) – follow the white/brown tourism signs.



## TUCANO URBANO MONTY TOUCH GLOVES

**RRP: £39.99**

Tucano Urbano has just released its new Monty Touch gloves ready to help you stay protected through the winter months. While they're not hugely sophisticated, they are waterproof with Thermolite thermal padding and a stretchy outer. Plus they're equipped with some handy features including anti-abrasion inserts, silicone moulds on the palms and touchscreen compatibility. Best of all, they'll cost you less than 40 quid.

**Info:** [www.tucanourbano.com/en/](http://www.tucanourbano.com/en/)



## PREMIER MONZA RETRO HELMET

**RRP: £189.95**

Founded in California in 1956, Premier first made a name for itself building boards and helmets for the skateboarding world – but it quickly got into motorcycling, becoming one of the early pioneers of the full-face lid. Premier went from strength to strength over the next few years and to celebrate, the now Italian-based manufacturer has released a new Monza Retro helmet.

The Monza Retro is made from carbon, Dyneema and aramid fibres, and comes with a differentiated density EPS liner to help ensure maximum protection. It also offers full front to back airflow, which is controlled by adjustable air vents; a removable and washable antibacterial fabric lining; a quick-release Pinlock-prepared clear visor; and a double D-ring fastening.

**Info:** [www.thekeycollection.co.uk](http://www.thekeycollection.co.uk)

## SOFT STOP STAND

Older large frame Vespas from the GS160 through to the Rally 200 (see list below for model types) share the same stand design. It rises with a satisfying clump under spring pressure when it's retracted, but (after years of satisfying clumps against the undersides) the rear section of the footboard will gradually split. In fact, even the adjacent strengthening cross member will crack in sympathy.

Piaggio did try modifications to prevent this, including welding small steel plate fillets to reinforce this area, but the problem persisted until the design was changed for the new PX that had an additional lug added to the stand assembly, with a recess for a large rubber bump stop. This absorbed the impact from the spring-loaded retraction by the



simple expedient of altering one of the stand retaining brackets to incorporate a raised section that became the interface between the new stand bump stop and the underside of the footboards. This modification prevented long-term damage from the rubber feet of the stand constantly hitting the bodywork.

At long last it's possible to buy a modified stand for these

older Vespas that incorporates this bump stop system, and thus preventing the damage as already described. This is sold under the BGM trademark and retails for around £45.

**[Model availability: GS160 VSB1T; SS180 VSC1T. The Rally models VSD1T and VSE1T; GT/GTR VNL2T; TS125 VNL3T; GL 150 VLA1T; VNB2T; VNB6T; VBB1T; VBB2T.]**

## SOUND IS COLOUR

If you're into your art and music sub-cultures, then there's an online website that might be of interest to you.

'Sound is Colour' specialises in the production of unique art prints and T-shirts that are inspired by a variety musical influences, including David Bowie and Prince, plus well-known artists like Andy Warhol, with additional influences from lifestyle sub-cultures from across the decades. Most of their designs are all also available as printed Giclee fine art prints that can be hung as wall art. A range of accessories are also in the pipeline.



**Visit [www.soundiscolour.com](http://www.soundiscolour.com) for more info.**



A selection of seat templates



Upholstering in progress



## Seat sense

If there's one item that can ruin an otherwise perfect looking scooter of any vintage, it must be the seat. This is one of the first elements that comes to even a casual observer's attention and, sadly, if the cover seems ill-fitting or ungainly, the whole look of the scooter is spoiled.

Problems arising with donor scooters and their seats are many prior to restoration. The donor machine usually arrives sporting a very non-vintage seat and frame. This historical anomaly is for the practical and simple reason that any type of seat that fitted was the easiest choice as a replacement all those years ago when the original seat was showing signs of wear and tear. The fact that the new seat only had a passing resemblance to the original was of no consequence. After all, a seat is a seat when all is said and done. Even if the old scooter miraculously retains its original seat frame, the cover is often missing or has been replaced by an item cobbled together by an upholsterer who apparently had little idea about the shape or style of the original, apart from having the old seat frame as a pattern. Even upholsterers 'in the know' as it were, can make mistakes, or perhaps are just not that talented.

So, you've spent a fair sum on a new paint job and the parts have been reassembled to look like a half-desirable scooter. Finding a reasonable paint sprayer was relatively easy, but seats and their covers are a different ball game altogether. Obviously, the seat frame, if it's original and not broken or too rusty, can be resprayed. Broken springs can be replaced, parts welded back together and the entire frame can be made to look like new.

### SO FAR SO GOOD

Locating an upholsterer for a scooter seat cover is a little fraught and it's best to ask an old hand in the restoration field for their sage advice, because this is one field that 'one size fits all' does not hold true. Talented upholsterers are few and far between, and don't come cheap. However, there is a solution for replacement Lambretta seat covers (at least for the latter models of that classic marque) as 'true to original spec' ready-made covers are relatively easy to locate – most specifically from dealers selling the Italian 'Casa Lambretta' brand. These are easy to fit on an original frame as they're simply held in place by electro-plated clips that are bent over the seat's lower side rails – exactly as the original would have been fitted.

### VESPA PROBLEMS

The dear old Vespa does not have a 'Casa Vespa' and it can be very much pot luck on the seat cover front. The Italian Mauro Pascoli website can help – at a price. There are alternatives, one of which is something of a

secret, or so it would appear? Classic Scooterist has been given exclusive access to one of these 'secret' factory locations – this one to the north of the Italian city of Milan.

### TREZZI DANTE

This company is named after the founder who started as a furniture upholsterer in the 1950s, but branched out to focus on his passion for seats; not just scooter seats, but also for motorcycles and push bikes. The factory is an object lesson in first-class workmanship and is as far from the hobbyist working in a shed that you can get. And guess what? This is where the previously mentioned Lambretta seat covers are made. Trezzi Dante is a family business employing sons and relatives of the founder. All must be described as true professionals and craftsmen (or women) of the type that appear to have almost died out in the UK.

Not content with making seat covers, the Trezzi Dante organisation also manufactures perfect replicas of the frames

and can provide the scooter enthusiast with a complete frame and cover just like the original. Just name a scooter, and a seat can be provided. This obviously solves a very big problem if your restoration project lacks the original seat frame. Custom covers are also available and to give an idea of pricing, a Vespa GS160 frame and cover in a leopard skin-type fabric will cost around €220.

The interesting point in dealing directly with Trezzi Dante is that the customer cuts out the middle man, saving a small fortune. A classic example is the much-prized Lambretta Pegasus seat. These foam-filled steel plate based seats (copied from an original example supplied by an English enthusiast) are now made in volume and can be found retailing for anything up to £500, but allow the GS seat mentioned to be a guide direct from Trezzi Dante.

**For further details of Trezzi Dante products, look online. Emails are answered in English.**

**Lambrettista**



Completing the finishing touches



Completed Lambretta seat covers awaiting delivery





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## Weise Onyx Evo Textile Jacket

**RRP: £329.99**

To help you stay warm, dry and safe throughout the year, no matter the weather, Weise's Onyx Evo jacket is well worth a look.

The four-season jacket is constructed from 600 Denier nylon and comes with a removable quilted thermal liner and a removable breathable, waterproof and windproof liner. For protection it comes with removable KNOX Microlock CE-approved shoulder, elbow and back armour.

It's an extremely well-equipped jacket, with a removable face mask for added comfort during colder weather, chest and rear vents, and a variety of internal and external pockets – including two which work to warm your hands. It also offers a range of adjustments to help you get the perfect fit, and comes with stretch panels on the elbows for optimum flexibility.  
Info: [www.thekeycollection.co.uk](http://www.thekeycollection.co.uk)



## Clean My Ride Wash and Degreaser



**RRP: £11.99**

**Reviewer: Mau**

Clean My Ride is a pro-grade combined bike wash and degreaser. According to the manufacturers it is a non-caustic, biodegradable and environmentally friendly product that contains no harmful substances and is suitable for all bike parts and different surfaces – so it shouldn't damage paints, plastics or chromework. It's also ideal for removing tar, traffic film and road muck, along with oil, grease and lubricants. The one-litre plastic container comes fitted with a detachable wide angle misting spray trigger for easy operation.

The spray mixture itself is dyed a sort of yellow-ish colour – which is useful because you can clearly see which areas you have sprayed – thus avoiding any unnecessary

repetitiveness on parts already treated.

It works just as well on carbon fibre finishes as it does on a crankcase or any moving part.

For general washing, simply spray it on, leave it for five minutes, then agitate with a soft brush and wash it off with plenty of water. If used on any working parts, pour some liquid in a suitable container and leave to soak for 30 minutes, then brush or agitate if required before washing off.

Whichever of these application scenarios you are using, it is important to remember not to leave the solution on for too long, or allow it to dry. If you stick to these guidelines and your bike or parts are cleaned properly, there should be no streaks or spots left.

Info: [www.clean-myride.com](http://www.clean-myride.com)



## Genuine SIL spares uncovered

Beedspeed have recently taken delivery of a container load of genuine SIL (Scooters India Limited) stock, after sourcing the spares directly from two previously unknown warehouses in Delhi and Lucknow. This is possibly the largest quantity of original SIL parts available in Europe right now, and items available range from genuine GP200 engine casings to original pressed legshields, plus many other sought-after bits and pieces.

SIL, a state-run enterprise based in Lucknow, Uttar Pradesh, bought the Lambretta manufacturing and trademark rights in 1972.

Former Innocenti employees were used to set up an Indian factory, as all the manuals and machinery instructions were in Italian. SIL successfully produced



two-wheelers for nearly three decades, before production ended in 1998. Today, SIL survive on producing the company's own version of the Lambro three-wheeler.

Info: <https://beedspeed.com>  
01472 35555

## Casa Lambretta 225SS cylinder kit

**RRP: £ask**

Designed by Casa Lambretta to provide the best and most powerful 225cc cylinder kit on the market for the Lambretta large block motors, the cylinder kit (CL10025) was tested for three years on European race tracks before being made available to the public.

Manufactured from a high-pressure cast alloy, the cylinder is mated with a forged 39mm compression height piston to provide a perfect piston to bore match. The kit is supplied with a 6-petal reed valve and an inlet manifold suitable for a 34mm carburettor.

The default configuration

is supplied with a 39mm compression height piston and inlet rubber to suit a 34mm carb. However, other variants available to order include:

- 30mm compression height with inlet rubber to suit 28/30mm carbs
- 30mm compression height with inlet rubber to suit 34mm carbs
- 30mm compression height with inlet rubber to suit Mikuni 35mm TMX
- 39mm compression height with inlet rubber to suit 28/30mm carbs
- 39mm compression height with inlet rubber to suit Mikuni 35mm TMX.

Info: [www.ve-uk.com](http://www.ve-uk.com)

## FAT MAMBA EXHAUST

**RRP: £ask**

PM Tuning proudly present their latest generation of performance exhaust system for the Lambretta 210 Quattrini cylinder kit.

The latest exhaust system featuring the PM31 factory finish and the PM31C show chrome are based on the PM Fat Mamba cone set and have been designed to optimise the best performance potential from the kit.

Made from 1.2mm CR4 mild steel, the design dictated the mid-section to be 130mm in diameter – making it one of the fattest pipes available on the market – a size that is not easy to accommodate on a Lambretta with rear runner boards and 10-inch wheels. The layout was optimised to gain maximum ground clearance and as a result the first items to touch down on extreme cornering are the centre stand, followed by the kick-start lever.

The kit is available with six muffler options with factory or show chrome finish.  
Info: [www.pmtuning.co.uk/pm-fat-mamba-powerpipe-for-210-quattrini-lambretta](http://www.pmtuning.co.uk/pm-fat-mamba-powerpipe-for-210-quattrini-lambretta)





# SCOOTER BOYS

## THE EVOLUTION OF THE SPECIES

BOOK  
REVIEW

ISBN: 978-1-911658-37-4

Price: £14.99

Author: Gareth Brown

Publisher: Banovallum Books

Reviewer: Mau

Following hot on the heels of Sticky's prose, 'Scooterboys – the Lost Tribe', Gareth Brown's original 1980s book on the subject matter has been revised, revamped and republished for the 21st century. Since the original edition was released in 1989 the book has been updated and reworked on a number of occasions over the last 30 years in order to keep the storyline fresh and topical.

For those that don't know, Gareth Brown was, for a brief two-year period, editor of Scooter magazine, after taking over from the magazine's original editor, Mike Roberts, after his untimely accidental death. From his early scootering days in the late 1970s, Gareth soon became hooked on the scootering scene. Couple this with his academic career as a social historian and you have someone who is in a unique position in which to write a book on the main subject matter – that of the 1980s Scooter Boy culture.

Much as with Sticky's book, Gareth's 'Scooter Boys' storyline begins with a synopsis on the origins of the various lifestyle choices of scooterists in the various decades leading up to the 1980s. Whilst this is all very interesting from a historical perspective, it does mean that effectively, you have to wade through the first quarter of the book before actually getting on to the subject in hand – Scooter Boys (and not to forget the girls as well). However, Gareth's juxtaposition appears to be that this historical timeline is important and relevant, as it takes the book's

main storyline through the transition from one scooter cult and on to the next before arriving at its final destination.

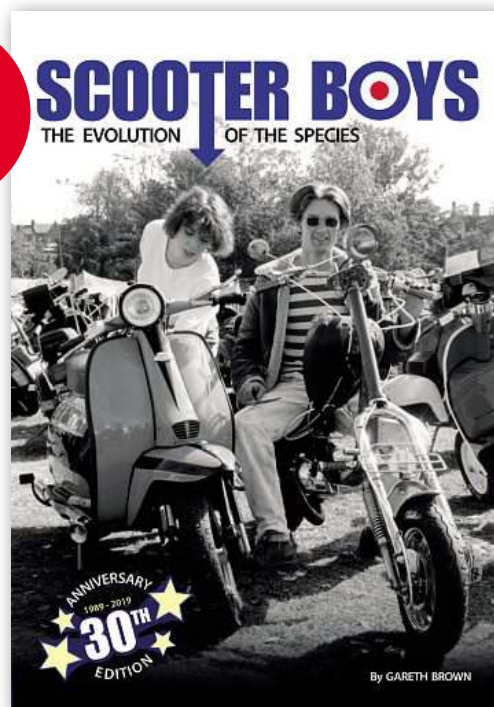
The Scooter Boy decades of the 1980s and 1990s were very different to anything that had gone before; the more gentler scooter cults mainly fell by the wayside to be replaced by a more anarchic Punk-orientated attitude and this is reflected in many different ways in Gareth's book – all illustrated by the accompanying period pictures.

To supplement these, the tail end of the book contains a number of Gareth's articles that are reprinted from the pages of Scooter magazine, that reflect on the Scooter Boy time period.

If you were a scooterist in the 1980s or 1990s, or are interested in scooter social history from that period, then this book could be well worth investing in – even if it's only to revive those nostalgic memories from your youth.

■ 'Scooter Boys – The Evolution of the Species' is available via Banovallum Books (the lifestyle arm of Mortons Book Shop).

Visit [www.mortonsbooks.co.uk](http://www.mortonsbooks.co.uk) for more information, or to order.



SCOOTER BOYS  
THE EVOLUTION OF THE SPECIES



### A Way of Life

So that's the story Morning Glory, and an insight into the compelling way of life that is scootering. The diversity found among the ranks of the now truly worldwide lifestyle Scooter Boy movement can be directly attributed to the wide ranging and uncluttered appeal it enjoys, coupled with the cross section of people the name and image can encompass. For in both music and fashion, scootering's followers have few limitations of acceptability to adhere to, merely a nucleus of central culture from which to adapt and grow: from which to pursue their own individual direction.

Scootering was – and is – more than an irresponsible interlude of the growing up process. With its constant phoenix-like resurgence and attraction of new blood, it has now become an intergenerational, an intragenerational, and a wholly international movement of monumental social and cultural importance. Scootering is an all absorbing way of life. To be involved is to understand, to observe is to envy. So roll on this the Scooter Boy's second millennium with all that it has to offer, let those ten inch (and these days, sometimes twelve inch) wheels roll, and Keep on Keeping on ...

Gareth Brown.



A selection of Paddy Smith patches





## REAL STEEL

Whether it's promoting heritage or showcasing the latest accessories, there's always plenty of classics on view at the EICMA show.

The Esposizione Internazionale Ciclo Motociclo e Accessori (EICMA) is Europe's largest motorcycle show and is the venue where most large manufacturers unveil their latest products. It's an unlikely place to spot classics, but hidden amongst the GRP-clad sports bikes and electric-powered scooters are some real gems.

### BIG NAMES

As the only place in the world where stands from Malossi, Parmakit, Pinasco and Polini can be found within yards of one another, EICMA is an ideal opportunity to compare and contrast their offerings. Sat amidst the full range of tuning gear on Malossi's stand were a custom-painted PX and



Pinasco's development gurus Vittorio and Patrick

Smallframe. Although their full range was on display, the main news from the Bologna-based brand was their interpretation of Vespa 'Smallblock' PX casings. These follow the standard set by last year's 'Largeblock' casings, being reinforced and available with a specific reed valve casting. Predictably, Parmakit continues to cater for Smallframe Vespa tuners with fresh casings that are pre-machined to take large capacity kits. Having a very busy anniversary year were Pinasco, whose excursion into Lambretta components continues with split tubeless rims and a Flytech ignition system. Their stand also had plenty of interest for Vespa enthusiasts and included a new range of multi-adjustable shocks and a liquid-cooled 251cc engine prototype. A constant problem for PX tuners is the clutch oil seal's ability to be sucked into the engine. From now on, all Pinasco's PX cases will feature an adaptation whereby the seal will be inserted from the clutch side, neatly solving this problem. Last, but by no means least, were Polini, who unveiled a reed-valve manifold for the Smallcase PX.

### CLASSIC SAFARI

It's been some years since Ruote Da Sogno (Italy's largest dealers of classic machinery) have exhibited at EICMA, but for the sharp-eyed there was still plenty of interest. The 'new'



Rimini-built TV was the show's highlight

Lambretta team are keen to promote the brand's heritage and their stand featured one of only two Lambrettas on display, in this case a truly gorgeous Series 1 TV from Rimini Lambretta. For the past few years Cif (a large Italian parts manufacturer) has produced an up-to-date interpretation of the classic Smallframe. It must have more layers of paint than the Forth Bridge, but this year's 'modern grey' scheme is one of

the nicest I've seen. Several manufacturers featured off-road Vespas, but for attention-grabbing ability even these eye-catching machines were upstaged by MV Agusta. Like most events, EICMA has no shortage of overpriced fast food outlets – a phenomenon MV tackled by giving away apples from the back of a classic 235 three-wheel truck. There really is something for everyone at EICMA!



Left: Parmakit are Smallframe specialists



Malossi's custom smallie



Water-cooled concept head for Pinasco's 251





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PRODUCT  
REVIEW

## CP ONE35 KIT (Part 1)

Reviewer: Pete Davies Price: £ various

Anyone who owns a Luna line/J range machine cannot fail to notice that there's a new kid on the block. Now this new kid isn't some spotty oik who hasn't been tested to their limits, but instead is from the stable of Casa Performance who've worked hand-in-hand with Dean Orton and the crew at Rimini Lambretta Centre. The result is the CP One35 kit – no, it's not a new robot in a Star Wars film, but the name does what it says on the tin: CP = Casa Performance; and One35 = the cubic capacity of the kit.

The question I guess some folk will ask is why make a kit for the small cc machines that Innocenti produced in the mid-late 1960s? The answer is simple really, to give owners a realistic chance of keeping up with the traffic on modern roads. For the safety aspect alone I applaud them. So, for the uninitiated, the machines I'm talking about and for which this kit will fit are as follows:

**Any J50**

**The Lui 50 C and CL**

**The Vega and Cometa**

**The Cento**

**The J 125 machines (3-speed, Starstream and Super Starstream)**

### THE HISTORY

In the past the options for tuning either J range or Luna line machines have been limited. Anyone who's read the Lambretta Tuning Manual by Ken Herlingshaw can't have failed to see that the options were limited to any machines that were actually imported into the UK – so in this case, the Lui 50cc and 50cc J range machines didn't make it here so weren't covered in the book. In fact, these machines were really neglected by most UK scooterists until they actually started to be imported to the UK by dealers/individuals from the late 1980s onwards.

For Vega and Cometa owners various options were tried by many individuals and the odd dealer that even saw a 140 conversion for them. These upgrades were often tied in with leg burner exhausts in place of the original item. I'm personally not aware of any conversions done in the 70s, 80s, 90s, etcetera on J range 125s.

So, I think it's fair to say that a full production kit for Luna line and J range machines is long overdue. I'm sure that anyone who knows the factory bhp of



their Luna line or J range machine can't be unimpressed with the power output for the CP One35 being listed as 10-12bhp. This, of course, depends on other factors – let's be about right here, this will depend on which exhaust and set up is used. The kit has been said to provide useable, linear power delivery similar to that of a 200cc Lambretta – now that's not to be scoffed at. A lightweight machine with useable power – it's the correct recipe in terms of tuning and by that I mean the basis of any tuning – that is, power-to-weight ratio. However, Casa Performance and RLC are keen to point out that this kit is for a road-going, everyday use machine and not as a performance or race kit, though it

does have lots of tuning potential.

The kit is described as a plug 'n' play set up that can be fitted with no modifications to the engine casing being required. The cylinder is a multi-port item, which is made from high-grade aluminium in steel moulds. It has then been Nicasil lined and has 4-stud exhaust fixing points, with two of these being in the original position. The piston is a 60mm Meteor item, which has been specifically made for this kit. The carburettor will sit on top of a 4-petal reed valve, which then has a unique one-piece rubber inlet manifold designed for use with either a 24mil or 25mil carburettor. The bore and stroke for the kit are 48 x 60 – giving you the 135 cubic capacity.



## SO WHAT'S IN THE BOX?

The complete CP One35 kit consists of the following:

**Cylinder and cylinder head**

**Rubber inlet manifold**

**Reed valve**

**Piston**

**Gaskets – five in total (two base, two inlet and the exhaust gasket)**

## WHAT DO YOU NEED?

In order to convert your J range or Luna line machine into a Tarmac teaser a small amount of parts are needed. A correct width 48mm stroke crankshaft is a must and anyone with a 50cc or 75cc machine (of either Luna or J range origin) will need a set of cylinder studs and a new cylinder cowlings. The CP One35 kit is designed specifically to work with a longer 48mm stroke crankshaft. For anyone with a 50cc or 75cc machine that has an incorrect 44mm stroke crankshaft you'll need to consider width (by that I mean the correct item for your engine casing – 36mm for a 3-speed and 40mm for a 4-speed) and that the conrod is the correct 48mm stroke item. For example, if you own a 3-speed Lui 50 (C or CL) with a 36mm wide, 44mm stroke crankshaft, then a crankshaft from a Cento or J 125 is required. Dean told me that RLC had used an original J 125 Starstream crankshaft in a 75cc

Vega when they were testing the kit (over several thousand miles I might add) with no issues. Dean did add that the balance factors of a standard crankshaft might not be ideal for the CP One35 kit and could cause undue vibration. Casa Performance are manufacturing two simple and economic crankshafts in both 36 and 40mm widths along with two high-end, heavy-duty, race-type cranks.

As a point to note – and this is important if you own a Cometa (as I do) – the original Lubematic oil injection system cannot be retained if you want to use this kit.

## A WORD ON CARBS

Ok, we're not talking bread or pasta here, but the 24 or 25mm items that can be used with the kit. Testing was conducted using two carb types – the Dell'Orto PHBL25 and the Polini CP 24mm. Both carbs are available with either flip top or cable operated choke set ups. One point that Dean did make was that to provide carb settings was almost nigh on impossible. I agree. If you take into account two simple factors such as your air filter and exhaust choices, these alone provide variables, let alone taking into account temperature, location, etc. Ultimately, it will come down to buying a carb for your engine set up and trying out various settings before you choose the one you'll use.

## FUEL

There's no doubt that fuel is always the hot topic when it comes to kits and engines. The Luna line and J range are limited to fuel tank sizes. Unlike the Series 1, 2 and 3 machines where long-range tanks are available, these are not an option on the Luna and J range. How far you can get on a single tank would be an interesting challenge to try, I guess. Also, to fuel the scooter the 50cc Luna machines need the fuel tap from the 75cc models as these have a larger bore and therefore deliver fuel quicker. The J range standard fuel tap has a long body that can come into contact with the carburettor. Dean recommends that this is replaced with a rear exit fast flow tap as used on the Series 1-3 machines. You'll need to shorten the petrol tap rod to suit this set up.

## ALL THE GEAR

The CP One35 kit can be used with the standard gearing available on the 'smallframe' Lambrettas. There are an abundance of sprockets available for you to get the desired final drive ratio. Again,

the final drive ratio you choose will depend on which exhaust you choose to have. It's also worth bearing in mind that Casa Performance also manufacture

a 5-speed gearbox, which can be fitted to any Luna line or J range machine. You need to bear in mind that by using a 4-speed engine casing you don't need to make any modifications or buy any additional items. On the 3-speed engine you'll need a 4-speed layshaft, a 4- or 5-speed type gearbox end plate, a 4-speed side casing, a 4-speed tie bar, a special front drive sprocket and ultimately a 4-speed gear changer. Irrespective of engine capacity or model, you can use a side casing from a 4-speed Starstream or Vega/Cometa.

Hopefully, by now you're getting an idea about the CP One35 kit and how it can turn your scooter into something that's worthy of the national speed limit!

## NEXT TIME

Next time we'll take a peek at ignition, exhausts, transmission, cylinder and flywheel cowlings and frame modifications (small, but necessary).

**Pete Davies**





## LAMBRETTA TV/LI SERIES 3

# SCOOTERLINEA

ISBN: 978-88-7911-746-3

Price: £35

Author: Vittorio Tessera

Publisher: Giorgio Nada Editore

Reviewer: Dave Dry

BOOK  
REVIEW

It's both a pleasure and a delight to review the third book in Vittorio Tessera's 'Lambretta' series. Vittorio can be described as the world's greatest living authority on Lambretta motor scooters, not losing sight of the fact that he's the custodian of a major part of the official Lambretta archive, which is stored at his huge scooter museum and extensive workshop at Rodano, near Milan. His latest volume, 'Lambretta TV/LI Series 3', is a classic example of a masterclass of technical literature. The book's subtitle 'Scooterlinea' is simply the Innocenti company's Italian language terminology (literally 'Scooter Line') for the Lambretta models known as the 'Slimstyle' range in the UK and the rest of the world.

Although the Slimstyle Lambretta is better known than the more elusive Lambretta Series 1, the subject of one of Vittorio's previous books, there are many details recorded in his latest volume to throw precious new light on this classic Lambretta series, cherished by many and a truly fascinating subject for all scooter enthusiasts.

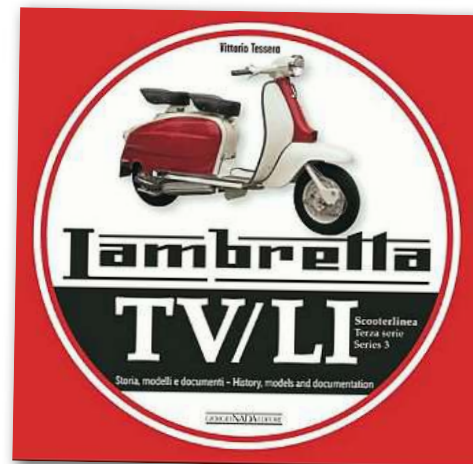
The story starts in 1960 with the Innocenti factory's record production of 74 Lambrettas per hour, with a total production of a record 173,171 units that year. Not resting on their laurels, a new series had been designed for launch at the end of 1961. This was developed into a design featuring, in their words, 'evolution rather than revolution' of the bestselling Series 2 – using the same engine with a revised tubular steel frame and a sleeker, sportier bodywork styling.

The sales pitch was 'from utilitarian to a modern design – fun and fashionable'. The Slimstyle Lambretta was on its way to fight the rise of the motor car...

Well, it wasn't quite that simple, as (and in concert with their arch rivals, Piaggio) Innocenti's design studios (Centro Studi) did dabble in a similar monocoque frame concept as used by the Vespa scooter and at least one prototype test vehicle was built. Somewhat unsurprisingly, this bore a strong resemblance to the Vespa, including a turning front mudguard, so (and possibly partly because of this) the design was sidelined and Innocenti reverted to using the same tubular design-style frame construction and identical geometry of the Series 2 – a tubular method of construction utilised on all Lambretta models since 1950. This new frame was additionally dressed with newly designed, narrower legshields and footboards to give better aerodynamics.

In a subsequent chapter the monocoque concept was shown to be far from dead, as it was developed as a proposed revision of the LI 125 and, although not going into production, was to prove to be a forerunner of the 'Junior' (or 'J range') that utilised this form of pressed steel construction.

Another small, but significant, change suggested at the early development stage was to drop the LI model designation (Lusso I – literally 'Luxury I' in English). This, as we're all now aware, was not proceeded with as it clashed with Innocenti's long-standing model naming tradition.



The revamped LI engine for the new Series would be substantially the same as that of the earlier Series 2, but with the addition of a redesigned, larger silencer and flat slide Dell'Orto carburettor to upgrade the motor's performance.

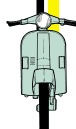
One break in previous company tradition was in manufacturing 3,125 units of the lower engine capacity 125 in December 1961 rather than starting the process with the LI 150. The larger capacity 150 models were, however, available for the January 1962 launch at the Lambrate factory.

An element of cost-cutting on the advice of the American company Management Methods Inc. had been built into the new models, including thinner gauge steel body pressings and cheaper Ceat tyres (in preference to the Pirelli items for the 125). The American company's recommendation with regards to manufacturing part of the headset components in thermoplastic was, however, ignored. Costs were also saved in using the back light and headlamp that were identical to those fitted to the previous Series, despite the revised headset design and rear light housing layout. This allowed the 150 to be

Right: A Zaban promotional photo with Monza GP race track in the background



Monocoque Vespa lookalike design prototype Series 3







Monocoque prototype based on the Series 3 125



Monocoque Series 3 125 with panels removed

***“This book is well worth the cover price to the enthusiast, as it’s full to the brim with previously unseen photographs, drawings and details of the dearly missed Lambretta and its birthplace, the Lambrate factory.”***

sold initially at the same price as the Series 2 150. The 150’s two-tone paint was seen as a preferential sales device when compared to the competing Piaggio product that was only available in a boring single colour.

A few interesting anecdotes stand out in the text, including the early production wiring loom that only allowed one wire for the back brake light. Somewhat amusingly (perhaps annoyingly), this layout had the downside that in the event of a bulb failure, the engine would stop as the back brake was applied (the ignition coil feeding the HT coil shared this same circuit and lost its operating earth condition when this series of events occurred). This problem disappeared on adoption of the six-pole stator.

Another gem of information was Innocenti’s addition of front fork dampers to the LI 150 for the much-prized ‘luxury’ market of Switzerland. Another interesting, but minor fact, was that the North American market advertised the 125 as the ‘Commuter’ and the 150 as the ‘Gran Turismo’ (not to be confused with the UK’s take on the GT, of course). The Swedes renamed the 125 as the ‘Napoli’ and the 150 as the ‘Milano’, just to be different.

The pièce de résistance in this volume is the chapter on the TV 175 with its futuristic styling that was to become the most important scooter made by Innocenti. It would have been interesting to be a fly on the wall at the Piaggio works and to witness their reaction when they discovered that their prime competitor had fitted a front disc brake to a scooter – the first such innovation on any production motorcycle.

Other TV3 stylistic points included the



Book author, Vittorio Tessera

seemingly sculptured, octagonal headset and less discernibly, the ‘Poliglass GRP’ angular front mudguard (the book points out that some were randomly fitted with an identical looking steel variant). There were, additionally as standard fitment to the TV, a stand-off horncast and a dark blue dual seat (the latter colour description might surprise some enthusiasts).

The TV engine featured large Silentbloc engine mounts to offset previously noticed vibration and had an increased compression ratio over and above the TV2 specification. The new engine and more aerodynamic bodywork ensemble allowed a claimed 104kph (64mph) top speed, with a reclining rider, and a top speed of 93kph (58mph) with a rider sitting normally. Strangely, the book states that, despite a burgeoning market for sporty scooters in (for instance) the UK, the new TV 175 was originally only sold on the home market. The Michelin tyre fitment to the new TV was explained as being due to Pirelli being unable to supply the unit volumes required by Innocenti.

Welcome and informative extras are the chapters on long-distance promotional rallies, paint colours, frame numbering, the



An aerial view of the Lambrate factory



The Dutch version of the TV175

accessories available for the Series 3 (all made by Vigano, Innocenti’s official supplier), and the series of breathtaking images by Roberto Zabban, a famed Milanese photographer.

This book is well worth the cover price to the enthusiast, as it’s full to the brim with previously unseen photographs, drawings and details of the dearly missed Lambretta and its birthplace, the

Lambrate factory.

To end on a slightly critical note, some of the featured photographs are unfortunately laid out across both pages of the tightly bound book spine, rendering the centre section of these images not viewable in their entirety. Slightly more disappointing (bearing in mind the book’s title) is that there’s only a single mention of the TV 200, a reference that notes that the 200cc model shares the TV 175 frame numbering sequence. This apparent omission may be for the reason that the TV 200 was destined for ‘export only’ but – and probably more likely – because there will be another book in the pipeline that will include this legendary UK landmark machine? We live in hope in this respect!



# WHAT'S GOING ON?

## Gliderdrome Soul Night

Tickets are available now for the next Northern Soul and Motown event at Boston's iconic music venue, The Gliderdrome. Taking place on Saturday, February 8, 2020, tickets cost £10 each and are available from Chris Cook Print, Thompson & Richardson, The Black Bull (Kirtton), or via Martin Topley on Facebook (if you do PayPal, send your payment via 'Friends and Family' please).

### BSRA NATIONAL RALLIES

- APRIL 10-13 (Easter): Whitby
- MAY 8-10: Tenby (note: Friday Bank Holiday/VE Day substitute date)
- MAY 22-25: Kelso (Spring Bank Hol)
- JUNE 26-28: Big 7, Sevenoaks
- JULY 24-26: SWSC Weymouth
- AUG 28-31: IoW International event
- SEPT 25-27: SWSC, Woolacombe
- OCT 23-25: Southport (note: clock change weekend)
- MORE INFO: Facebook  
www.facebook.com/bsra.greatbritain  
Instagram @bsra.uk  
Twitter @Bsra\_uk

### Bristol Modernist & 60s Weekender

Tickets are selling fast for the Bristol Modernist & 60s Weekender, which takes place over the weekend of March 20-21, 2020. A number of top groups and DJs are already lined up for what promises to be an event to remember. Various stalls and related events are already being planned – including a scooter cruise.

Tickets/info: cris@suityourselfmodernists.com / www.suityourselfmodernists.com

## WANGERLAND SUMMER MELTDOWN

This is a rally similar to Scooterist Meltdown and takes place between August 21-24, 2020. Situated on the German North Sea coast, not far from the Dutch border, the Wangerland offers hotels, pubs, bars, a restaurant and even its own swimming lake with a sandy beach and beach bar. The concept is the same as for the Meltdown – pay once, enjoy everything for free. Visit the 'Wangerland Scooter Rally' on Facebook for more information.

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## GETTING MESSY AGAIN

Those FOS boys are at it again. After their successful move to a new venue last year, they are repeating the event over the weekend of July 31-August 2, 2020 when 'Messy #6' will take place at Lucarly's, Wilton Road, Cleethorpes DN36 4AW (Let's hope they get better weather for this one).

## DIARY DATES

- JAN 26: Kev Walsh Promotions present Bradford Parts Fair at Richard Dunn Sports Centre. Dealer stalls £35; Jumble stalls £25. Info: lammygirl1982@outlook.com or phone 07841 990485.
- FEB 15: AoN 35th Anniversary Do at the Standard Triumph Club, Herald Avenue, Coventry CV5 6UB. Doors open 7.30pm. Advance tickets £10; OTD (if available) £12. Info: www.aonsc.co.uk or via Facebook.
- FEB 22: Burton Brewers Custom Show, Parts Fair and Night Do at the National Brewery Centre DE14 1NG. Info: vanesjones@tiscali.co.uk or call 07427 931529.
- MARCH 1: Kev Walsh Promotions present Wicksteed Parts Fair at Wicksteed Park. Dealer stalls £35; Jumble stalls £25. Info: lammygirl1982@outlook.com or phone 07841 990485.
- MARCH 14: Lincoln March of the Mods (Teenage Cancer Trust). Info m.me/LincolnMotM via Facebook Messenger.
- MARCH 20-21: Bristol Modernist & 60s Weekender takes place at various venues in the city over the weekend. Tickets/info: cris@suityourselfmodernists.com www.suityourselfmodernists.com
- MARCH 27-29: SWSC Teignmouth Rally at Devon Valley Holiday Village TQ14 0EY. Info: 01934 417834.
- APRIL 5: VMSC Extravaganza at The Sports Connexion Centre, CV8 3FL. Info: Ian on 01942 743428
- APRIL 10-13 (Easter): at Le Beat Bepoké/Festival London. Two exciting new venues and killer live acts booked. Info: www.newuntouchables.com
- APRIL 24-26: Bangers & Mash at MFN Club, Nottingham NG16 3JE. Advance tickets £15 (£20 OTG). Info: 07901 578123.
- APRIL 25: Scunthorpe, Northern, Motown and Modern Soul Night from 19:30-00:30 at Modder Street, Scunthorpe DN16 2SH.
- MAY 22-24 (Whitsun): Margate Mod & 60s Weekend. Info: www.newuntouchables.com
- MAY 23: Isle of Wight Lambretta Day. Info: Isle of Wight Lambretta Day on Facebook.

E&OE: All events subject to change. Please check with the event organisers before booking accommodation or travelling





# AONSC Scooterist Charity Night

November 2019

The end of the scootering year was fast approaching, with people looking forward to the forthcoming General Election and the various Christmas festivities, but there was still time for the All or Nothing Scooter Club to slot in their annual AONSC Scooterist Charity Night.

**T**he date had been changed a few times to cater for band cancellations. We also didn't want to clash with Secret Affair's 40th anniversary end of tour concert taking place in Coventry.

Our usual charity night band Special Brew was unavailable, so this year we teamed up with the Jam DRC, a refreshing change to our normal Ska band, having had 40 years of 2-Tone fed to us all year.

Our DJs for the evening were Jimi Quinsey and Paul Roberts, who kept the dance floor filled with a variety of tunes.

The Jam DRC took to the stage at about 9.30pm and played a fantastic 90-minute set. Any old Jam fans were instantly transported back to Bingley Hall or any other of the Jam's historic venues/gigs. Unlike other Jam tribute bands, the DRC play many of the B sides and more obscure tunes.

During the set, the band was joined by Angie Lloyd on trumpet, who played the last post, and a minute's silence prior to the band performing Little Boy Soldier. This also gave the audience time to reflect on the eve of Remembrance Sunday and the 79th anniversary of the Coventry Blitz.

As the DRC were finishing their set, the

AON backroom team was preparing the raffle (a total of eight prizes were donated to the scooter club to support our fundraising activities). Tina had done an excellent job in bundling some prizes together in the form of a basket, so there were a couple of fantastic baskets up for grabs.

Jimi and Paul played a variety of tunes for the remainder of the evening, keeping the crowd entertained. On behalf of the All or Nothing Scooter Club, we would like to thank everyone for their support, especially in the current climate and Brexit uncertainty.

A figure of £1250 was generated from the event, which will be shared between two local charities, Shine a Light Support Services and Myton Hospice.

Thank you to everyone who supported us on the night, especially Birmingham Vespa Club, Rugby Individuals SC, Coventry Bleeding Hearts SC, Tynesiders SC, South Coast Pirates SC, and Bedworth Saints SC. With special thanks to the Jam DRC, Jimi Quinsey and Paul Roberts. A special mention for Mototech Auto Services and Fargo Scooters for their continued support and sponsorship. Roll on February 15 and our 35th anniversary do.

**Words: Brian Forde Images: Kingy**







# VFM Great Eastern rally

November 15-17, 2019

Traditionally held near the end of the scooter rally season, the Great Eastern Scooter Rally is always something to look forward to.

**O**rganised by the VFM Scooter Collective, this event has been held annually at the Havens Golden Sands Holiday Park for a good few years now. The venue itself has a lot to offer, including on-site caravan accommodation, pools, bars and restaurant all in a family-friendly environment. And to this, the VFM add three different internal weekend entertainment venues (Soul Room, Bosstunes Bar, plus the Main Arena).

After the traditional daytime 'Meet and Greet', the live music for the weekend began on the Friday night when The Superlatives provided an energetic musical opener to the weekend. This was followed by Jungle Lion performing their full-on Skanking Reggae Party. If this wasn't to your taste, then you could visit the Soul Lounge.

It was Market Day in the main hall from mid-morning on Saturday, where various traders were plying their wares with anything from records to memorabilia to scooter spares. Meanwhile outside, the Ridden Custom Show was taking place with some very worthy contenders on display in the various classes. A very special event was planned for after lunch on the Saturday – 'An Afternoon with Elvis' – which took place in the bar.

The Saturday night entertainment kicked off at 7.30pm with the rally DJs warming up the audience before the first band of the evening, The Rockercovers, took to the stage, later to

be followed by The Nutty Boys, who played a selection of classic record covers and rally anthems. The Soul Lounge was again open for those seeking an alternative music style.

For me and the rest of the boys from Boston SC, the trip to Mablethorpe is a mere 32 miles away, which was ideal for us at this time of year. So we rode up on the Friday in the pouring rain to spend the weekend in the town. Rather than use the site accommodation we opted to stay at the Leicester B&B that the club has used for the past seven years. The Golden Sands venue was located about one-and-a-half miles away from our digs and the taxis in the town did a roaring trade over the weekend, ferrying people to the venue (although plenty chose to walk there instead).

As well as attending the official rally events and meeting up with old friends, some of whom we hadn't seen in a while, we also spent some time in Mablethorpe itself, which was absolutely heaving with scooterists at some of the local pubs.

Although we made our way home on the Sunday afternoon to prepare ourselves for work next day, those that had decided to stay to the very end of the weekend could enjoy a touch of disco until late Sunday night, plus some live acoustic musical entertainment provided by Clarky. Another great weekend was had by all attending.

Jock

Additional images: Nippa and Terry Brown











# NC SC Santa Run

December 15, 2019

The Northern Coasters Scooter Club, N Ireland (VCB Cog No 373) consists of members mainly from Portstewart, Portrush, Coleraine and the surrounding area. Eamon Leighton is a member from Coleraine and along with his better half Lisa they came up with the idea to hold a Santa Run this year in aid of local charities

**E**amon and Lisa spread the word amongst the business community and very soon they were treated to numerous donations of selection boxes, tins of biscuits, sweets and cash, which was used to buy food hampers. These items were all gift wrapped by willing volunteers, and special thanks go to Martin Laverty who stayed up into the wee small hours to ensure that every last present was wrapped.

The morning of December 15 the weather was dry, but frosty. Luckily, most of the icy roads had thawed by late morning, making it safe to ride to the midday meeting point at Portrush Harbour. Despite the cold weather, a good turnout of scooters and Santa-clad riders arrived to form an impressive rideout to the charity destinations. The first port of call

was to Coleraine Salvation Army, followed by Portstewart home for the elderly, and lastly to Dhu Varren Childrens Home in Portrush. All the gifts were greatly appreciated by the recipients and a warm welcome given to the Santas. To round off the afternoon, tea and mince pies were handed out to the by now half-frozen riders and pillions by club member and Port Nosh café owner, Lee Howard, which helped immensely to warm everyone up again.

On behalf of Eamon, Lisa and The Northern Coasters SC, we would like to thank all the contributors who donated gifts, Lee for the hot beverages and pies, and the riders who bravely turned up in the chilly conditions for all the worthy causes.

**Words: Rod Gillan**

**Images: Rod Gillan and Ian Hedges**







# KEV WALSH

## PARTS FAIRS 2019/20

### BRADFORD PARTS FAIR

Sunday 26th January 2020

Richard Dunn Sports Centre, Rooley Road, Bradford. BD6 1EZ

### WICKSTEED PARTS FAIR

Sunday 1st March 2020

Kettering, Northants. NN15 6NJ

### WALSALL PARTS FAIR

Sunday 21st June 2020

Bloxwich Active Living Centre, High Street, Bloxwich, Walsall. WS3 2DA

### WICKSTEED PARTS FAIR

Sunday 4th October 2020

Kettering, Northants. NN15 6NJ

### WALSALL PARTS FAIR

Sunday 22nd November 2020

Bloxwich Active Living Centre, High Street, Bloxwich, Walsall. WS3 2DA

**LCGB - VCB - VMSC - YSA - EMSA members with card £1 discount £7 FAMILIES parent(s) kid(s) children FREE**

### STALL AND BOOKINGS & INFORMATION

Mobiles: Julie after 2pm 07841 990485  
and Stacey 07834 556338

Email: lammygirl1982@outlook.com

## National Scooter Rallies

BRITISH SCOOTER RALLIES ASSOCIATION **2020** BRITISH SCOOTER RALLIES ASSOCIATION

10-13 April (Easter) – Whitby

8-10 May (VE Day) – Tenby

22-25 May (Spring Bank) – Kelso

26-27 June – Big 7, Kent

24-26 July – Weymouth

28-31 August (B/H) – Isle of Wight

25-27 September – Woolacombe

23-24 October – Southport

\*\*4-6 September – Mersea Island  
(extra signing-on event for BSRA Championship contenders)



For more info visit the BSRA online

[www.bsra-uk.com](http://www.bsra-uk.com)

[www.facebook.com/bsra.greatbritain](https://www.facebook.com/bsra.greatbritain)

Instagram: @bsra.uk

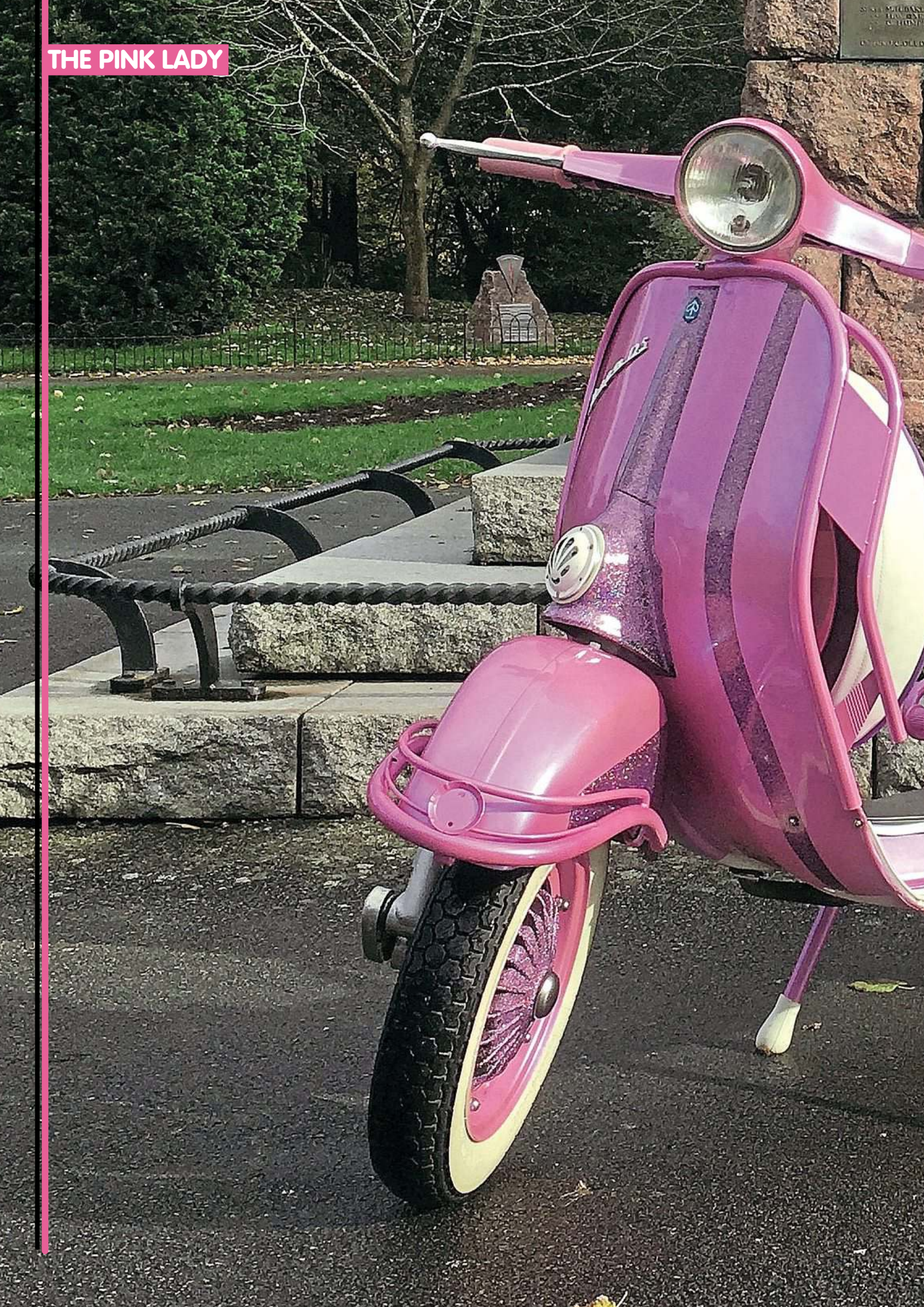
Twitter: @Bsra\_uk

BSRA events are by scooterists, for scooterists





## THE PINK LADY







# *Sarah's* **Very pink Primavera**

Sarah Perry from Nuneaton is the owner of one of the pinkest vehicles I've ever seen - a lovely little small frame Vespa Primavera 125 ET3, which she has appropriately named 'Lily' (as in 'Lily the Pink', the title of the 1968 song by British group The Scaffold).





**S**arah being none too shy, was up for doing this feature in the local park on one of the only dry days we've seen for a while, and as you can see, came along in her finest Mod girl attire, which only enhanced the pink-themed event.

### PENELOPE PITSTOP

Sarah has just had her special birthday, which made her adolescence tie in nicely with the very special time of the Mod Revival years. Great times as witnessed by many of us who were there. Great times when calling yourself a Mod was being part of something. It meant that you belonged; was about fun; having a great time with like-minded people; and not taking yourself too seriously. Times when calling yourself something didn't leave you open to criticism from others who thought they knew it all.

She can remember fondly those heady times, but never owned a scooter of her own back then. As time moved slowly on, Sarah found herself as many others, 'growing up', whatever that's supposed to mean – possibly just acting as we were expected to back then, with a mortgage, marriage and kids.

### THE PINK PANTHER

As part of this growing up, Sarah began (as many of us do) to collect the baggage and weight of responsibility, and with one thing and

another, this began to have a negative effect on her, culminating in a bit of a breakdown. This was about four years ago now and a personal fact that Sarah is not afraid to admit to or tries to pretend never happened. As she states, everything just got a little too much for her.

As she was recovering, she was walking round her local town with her Mum when she suddenly declared she wanted to become a Mod once more. Perhaps it was the memories of those simpler times and the fun and freedom that came with that, who knows? But since then she has once again immersed herself in Mod Culture and it has had nothing but a positive impact upon her well-being. Sarah is once again enjoying being part of something, catching up with old friends and making new ones.

### A TASTE OF PINK

This time round Sarah was determined not to let the boys have all the fun, so she made the bold decision that she wanted a scooter of her own. As she hadn't experienced this previously, she took the decision to get an auto to test the water rather than just dive in and pay out for something that she wouldn't be able to get used to or would not enjoy. After coping well with that machine she decided to take the plunge and get a proper classic scooter. Once the word was out that she was





'Lily' at the 3 Keys Modernist Weekender

looking for a suitable machine, the eyes of her vast network of friends began to monitor the pages of stuff that's available on social media these days.

It wasn't too long before her phone started to go crazy and flash bright pink as several people tagged her into a 'For sale' post of this very individual pink small frame Italian scooter. This was in June 2017, but due to one thing or another, negotiations weren't completed until much later.

Sarah eventually went down to Chertsey to collect her new machine in October of that year. 'Lily' ticked all the boxes – small, classic and geared – but that's when the fun started for Sarah, as she admits she struggled enormously with the gears.

In the end it was Sam Muir, a fellow Modernist and classic scooter rider in her own right, who helped Sarah get to grips with the machine and talked her through it with patience, explaining how easy it can be.

## MAGGIO IN PRIMAVERA

Sarah's debut with 'Lily' was at the 3 Keys Modernist Weekender in Skegness in May 2018, where the little Vespa caused quite a spectacle, proudly blooming and popping her colours to the best effect like a parading peacock as the sunlight caught her. This paint is really special and an absolute nightmare to try and capture with a camera.







**'The best way to appreciate the scooter is to see it in the pink at a rally in bright light - which, to be fair, is always the best way to look at any machine.'**

If there isn't enough light it doesn't 'pop' and if there's too much, which is the best way to view her, it 'whites out'. The best way to appreciate the scooter is to see it in the pink at a rally in bright light – which, to be fair, is always the best way to look at any machine.

Sarah's scooter is a 1974 Primavera 125cc, and according to Piaggio's own information, it was produced in Pontedera from 1967 until

it was superseded by the brilliant Primavera ET3 in 1976, which continued to be produced through to the late 1990s.

### **CARNATION RECREATION**

Since getting the scooter, Sarah's boyfriend, Chris, has rebuilt the engine, fitted a Giannelli exhaust and set it all up to run sweetly. The Florida bars and double legshield trim were recently refreshed in Pearl Pink by the talents of Zaron Mills, and were refitted the morning before the shoot.

This particular scooter and rider perfectly complement each other and it's great to see the pair of them together. Keep your eyes out for the both of them at rallies and if the suns out, watch that Pink Paint POP!

**Big Chris**



### **THE 1967 VESPA 125 PRIMAVERA**

The Vespa 125 Primavera was an immediate success. Performance, agile handling and a powerful engine were all attributes that made the Vespa Primavera such a success in the Sixties. The Primavera was aimed at young people and Piaggio developed the slogan, 'With a Vespa you can be' for its launch. It was aimed at 16-year-olds who loved sports and living outdoors, and who did not want to be late for socialising with friends due to city traffic. The main feature of this scooter was the longer chassis, which made it even easier to carry a passenger.

[Sourced from the Piaggio Vespa History website page]



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# Alan's SCOOTER MEMORIES

Since the moment he got his first scooter Alan Mills has been an active participant within the scooter community, and not just as an ordinary scooter club member – he's also competed a bit as well.

**A**lan's scooter lifestyle began in the mid-1960s when he got his first scooter – a DKR Manx 200 – and joined his local scooter club, the Rochdale Mashers (later to merge with Oldham Scooter Club in the mid-1970s).

During his time with Rochdale Mashers, Alan developed a taste for scooter sport where he started off by competing in the more gentler skills events of the time, like gymkhanas, navigation trials and slow races.

However, this was later to develop into something a bit more serious where he took part in other more sports-orientated activities, like competing in the Northern 200 and the Baitings Dam events (of which he was one of the original organisers).

He also attended various events on the Isle of Man where he competed as part of 'Team Triune' alongside the likes of Ron Moss and

Bob Melling. As if that wasn't enough, he also won the Lambretta Junior Championship, when he took home a Lambretta Vega as a prize (the Lambretta Senior Championship of the same year was won by Nev Frost, who also took home a Vega). Of course, all that happened many moons ago and nowadays Alan is a member of the VMSC, still attending events and winning a different sort of trophy in various custom shows around the UK.

The pictures seen on these pages are a reflection of Alan's past lifestyle and the people he's met and competed with (or against) on the way.

We've captioned them as best we can, but if anyone wants to add any additional information, contact Mau (mauspencer@classicscooterist.com) – especially in relation to the group picture (below) of the Rochdale Mashers club members.

Competing in a hill climb at the IoM



Taking part in the IoM Manx 400



A group photo depicting members of Rochdale Mashers SC (Alan is seated centre). Can anyone identify themselves or others in this picture?

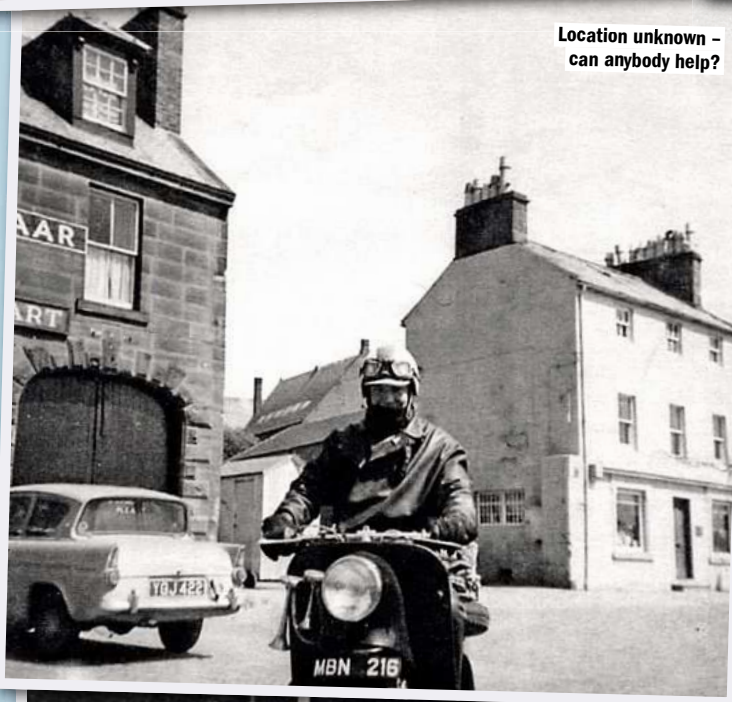




A young Ron Moss on his Supertune Lambretta at the IoM start platform



Alan leaving the start line to compete in the IoM Manx 400



Location unknown – can anybody help?



An IoM off-road competition with Alan being chased by a Manchester Lyons competitor – but who?



Night Trials on the IoM



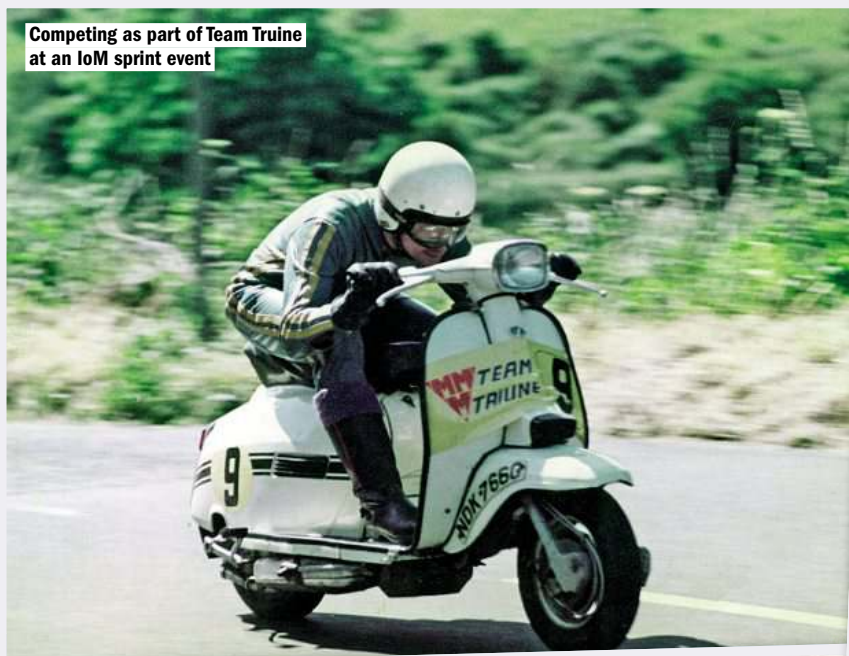
Alan on his GT200, possibly talking to a Mansfield Deerstalker member at one of their events.



Alan taking part in the IoM Manx 400 on his GT200



Competing as part of Team Truine  
at an IoM sprint event



First scooter: Alan on his  
DKR Manx 200



Competing again ° this time on a Lambretta SX200.  
(Event unknown - can anybody identify?)



Alan being chased by Nev Frost  
(and possibly being followed  
by John Ronald)



This picture of Alan is believed to have been taken at  
a Luton Lambretta Club event - can anyone confirm?

A Lambretta Vega being presented  
to Alan for winning the Lambretta  
Junior Championships





Alan takes on Luton Lambretta Club  
and the Widnes Saints



Peel Hill Climb (year unknown)



A determined look on Alan's face as he takes  
his GP through the IoM Watersplash



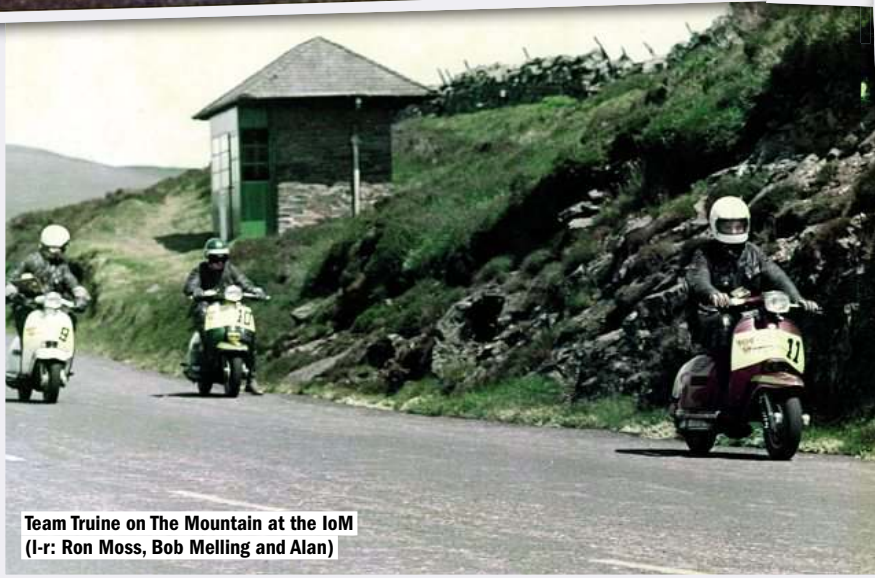
Riding the SX through  
the IoM Watersplash



Alan is adamant this picture wasn't taken at the  
IoM Watersplash - so where is it?



Team Truine on The Mountain at the IoM  
(l-r: Ron Moss, Bob Melling and Alan)





# *A visit to Martin's* **MAN CAVE**

As a member of Lincoln & Newark Scooter Riders Collective, Martin Cobb has ridden thousands of miles over the years and has become a well-known, popular figure at various events around UK and Europe. Rich Addison visits him to get the lowdown on the man, the legend and his scooters.

**B**ack in the 1970s, on a Saturday, my local teenage scooter pals and I would travel 17 miles north to the city of Lincoln from our home town of Sleaford to be mesmerised by 'all things scooters' at Harpers of Lincoln. During that time it was the place to go to purchase spares, or to have your Lambretta or Vespa spares sent off for chrome or copper plating. Steve Harper always had a full workshop of lads and it was the place to go if you wanted any info or spares before we headed off across the country for a rally.

There were always a few other faces in Lincoln that were ever present then: faces like Pat Cassidy, Steve Farrow, Malc Francis, Barry Edmonds and Martin Cobb. The older lads Pat and Martin had been into scooters longer than us and to be honest we all felt a little intimidated by their presence and far greater knowledge than us kids.

Jump forward 39 years and I found myself sitting in a dining room having a cup of tea with none other than Martin Cobb (aka 'Cobby' to his mates). I was there to chat with him about his world of scootering and talk about some of the characters we've both met along the way. It was also an opportunity to photograph his great-looking 1958 Series 1 Framebreather.

## **BACK TO THE SEVENTIES**

Although the first recollection Martin had of scooters was when he was at school in the mid-Seventies, it wasn't until 1975 when he purchased his first Lambretta, a GP125. Riding around the streets of Lincoln, he developed an image which he was very secretive about. He didn't want to reveal exactly what that was – but let's just say he resembled a well-known guitarist from the 70s band Slade (ha ha ha). What he did reveal though, was that his first actual rideout/rally was in 1977 when he headed up the A15 from Lincoln to Scunthorpe to join up with the well-supported Scunthorpe Pathfinders SC for their Scunthorpe to Cleethorpes ride.











## CUTTING EDGE

Martin's scooter club, the L&N SRC, are affiliated to the LCGB and have spent many years at the top of the Best Supporting Members championship, riding to rallies and events across Europe as well as in the UK. I think many scooterists riding to premier scooter events and rallies will almost certainly have seen Martin's stunning 1980s throwback creation cut-down named 'Cutting Edge' – a stunning white Lambretta with a Rapido 225 powerhouse inside. 'Cutting Edge' has reaped many awards for Martin in custom shows and his close friends will have seen him riding back from rallies with an unusual package strapped to the scoot somewhere wrapped in bubble-wrap; his trophy cabinet is huge from the years of collecting a well-deserved pat on the back for the Lambrettas he's produced.

Martin's current pride and joy is his great-looking Series 1 Lambretta Framebreather, which has brought home many trophies, especially in its previous incarnation when it was adorned with Lycett Luggage panniers, spare wheel carrier and legshields covered in tartan cloth – a real true collector's item, as Lycett accessories were a popular chosen item for Lambretta riders during the 1950s when the Series 1 Lambretta was first introduced into this country. Touring the UK, they were accessories to be seen with.

The Series 1 Framebreather is in itself another rare specimen. Martin's scooter was purchased in 2004 as a sorry looking Italian import. It couldn't have been further away from his usual style of cutdown Lambretta, but he wanted to build an original looking model. The paint and build were done in a year, but it took around 12 years to collect the authentic parts needed for its final appearance – which in hindsight, he told me worked against his own ethics really as collecting these parts



actually stopped him riding the scooter so much. Always aware of the fragile cloth getting wet or damaged on the Lycett Luggage was a real restraint, so making the decision to sell on the complete luggage set was the starting point for the complete change of look for the scooter into its present form.

Martin's 1958 model Lambretta has had a few upgrades to bring it in line with present-day road conditions. It has a hydraulic front disc brake, but it also has the specialist hidden slave system produced by Oiltek Lambretta Products, in order to retain that original 50s look to the original handlebar levers. Biemme lever covers add a touch of authentic riding appearance – but I'm not sure that I could be so enthusiastic about them knowing the price of them. BGM front shock absorbers have also been added to provide more stability, which helps a great deal when the original engine block is hiding a Mugello 198cc upgrade top end on the inside. The engine set up is completed by a standard-looking exhaust (albeit a large big bore box), and a 28mm Dell'Orto carb feeds the touring-style engine.

At the time of writing this article, Martin explained that although it's still being run in, he's very happy with it so far, and after building dozens of Lambrettas for himself and friends over the years, I know he's confident of its pedigree.



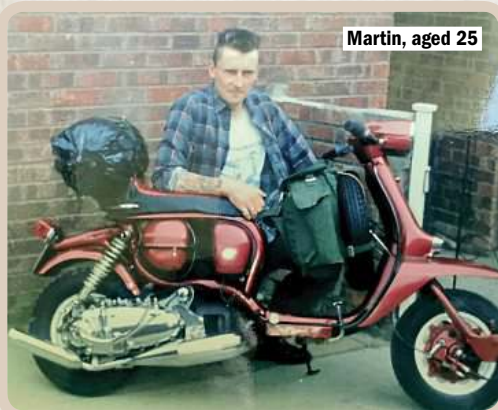
## PAINTING A PICTURE

The only job Martin admits that he doesn't tackle on his scooters is the paintwork. The first paintwork on the original build was done by a friend and it's a credit to him that it looks stunning still. The revamp of some parts and graphics were done this time round by the very talented Tim Devos (aka 'Tin Man Tim').





## From Martin's scrapbook



Martin, aged 25



Racing at Cadwell Park in the mid-1980s



First cutdown



When asked how much money Martin had ploughed into the scooter over the years, he wasn't really sure. But he did say that selling the Lycett Luggage collection went a long way to paying for the majority of the work done over the last 15 years.

As far as Martin is concerned, nothing is too hard in a Lambretta build (I suppose with so many builds under his belt it's like second nature for him to put them together now). What Martin did find tough at times was that getting the right look for each scooter is always more difficult – and don't buy blind off the internet, as it's false economy for the longevity of the scooter. Always try to buy from a local dealer so you can use their product experience, and as Martin's best friend, Warren Shaw, is only based a few miles away from him in Collingham, near Newark, he can often be found in the Shaw-Fire Lambretta Spares shop picking up quality parts for any build he takes on.

***"The paint and build on the Lambretta were done in a year, but it took around 12 years to collect the authentic parts needed for its final appearance..."***

Also stored in Martin's immaculately clean workshop is the other Lambrettas he owns: a 1962 Li125 cutdown ('Cutting Edge') with a Rapido 225 motor; a 1968 SX150 in Matt Black fitted with the very popular TS1 225 power unit; and a very original 1970 DL 150 still in its original Rosso Red paint and fitted with the Casa 185 top end set up.

It was a pleasure to drop in on Martin and see his workshop, and I have to say that I don't feel half as intimidated after meeting the man and not the legend I knew from back in the early 1980s when our paths first crossed.

### ACKNOWLEDGEMENTS

Martin would like to thank a few people. Firstly he'd like to say thanks to his long-suffering partner, Karen, who rode many miles to rallies with him way back when he had hair; long-time friend Warren Shaw has to be thanked for creating Shaw-Fire Lambretta Spares – it's a Godsend to once again have a local dealer around when sourcing parts; and lastly, to Tim Devos for painting the graphics exactly the way he wanted on his stunning Series 1 show-winner.

**Rich Addison**











Paul's

# Vespa GS160

A recreation of his original 1960s Mk1 Mona

**A**ddiction can materialise in many different forms. There are the obvious ones that spring to mind, such as drink or drugs. But addiction can present itself in a multitude of other ways and one such addiction that many of us are afflicted by is classic scooters. (The very fact that you're reading this article in this magazine is, at the very least, evidence that you have an interest in Italian-derived tin vehicles.)

The difference between interest and addiction to the aforementioned is only a very fine line, but one thing for certain is that once you've been a user, no matter how long ago that may have been, this 'interest' never leaves you.

One such example among many is Paul Kilby from Leicester. He was in the right place at the right time and was an original 1960s Mod, owning a Vespa GS160 Mk1. This was only a small snapshot in time from his younger life, but it was enough to get him hooked. Paul managed to keep on top of this underlying addiction until he recently visited the much-publicised 'Mods: Shaping a Generation' exhibition in Leicester.

That was it. As his eyes took in all there was to see, the memories came flooding back. He began to shake (and shimmy), and decided right there, right then, that he was going to get another GS160 Mk1 like he had back in the day.

## I CAN'T EXPLAIN!

Over to Paul: "I got my first scooter when I was 15. That would have been 1962 and I was still at school. It was a 1959/60 Vespa Sportique,

which I got from my cousin's husband. I have no idea what I paid for it, but it wouldn't have been much, that's for sure. I used it for about a year and when I started work in 1963 as an apprentice engineer with a company in Leicester, the scooter was my much-needed transport from my village to my new job.

"About this time the Mod scene was starting to happen in Leicester and as I was earning big money – about £3 10 shillings a week(!) – I could now invest in the new scooter that was called for to keep my street cred as a Mod. So off I went to Grays Motorbike/Scooter shop on Melton Road (now an Indian supermarket), where I spotted a beautiful white/green Vespa GS160 Mk1 (I'm not sure if it was metallic or not). I also didn't realise at the time that it was an Andre Baldet dealer special with the 'Mona' badge and all the trimmings. I think it would probably have been about a year old at that time and the sad thing is that I have no recollection of what I paid for it, or whether I traded in my Vespa Douglas Sportique against it.

"Not remembering the details is really annoying, but back in the day it was just a trendy, consumable mode of transport that would put you on the road until you could get a car. We didn't realise at that time just quite what we had (what an important period in modern history) or how it would stand the test of time.

"Having a scooter meant freedom, going where and when you wanted, and for the Leicester Mods the Il Rondo and the Palais were the places to be seen at; there used to be a great number of scooters parked outside and it looked very impressive, I can tell you.







The scooter as purchased and before spraying

I can remember seeing The Who before they hit the big time (I don't think that we even had to pay to get it in). Things were very different the second time round when they came after they had become famous; the queues were round the block then. I can also remember seeing Georgie Fame and the fantastic Muddy Waters live at Leicester University – very exciting times indeed.

“When you weren't dancing, you were in coffee bars like the Cadena in Belvoir Street. Life was really about getting paid on a Friday and getting down to the Irish to buy a Ben Sherman shirt or something similar. It was the Irish where you went to get your Parka (having to sort through to get a decent one). Then it was down to Readers on Aylestone Road to see what scooter accessories you could afford.



Craig at the Scooter Paint Shop explains the technicalities of spraying...

## GET ON THE RIGHT TRACK, BABY!

“The black and white photos are from when a group of us left from the Palais at about 9pm Sunday night to ride to Great Yarmouth, but not really knowing what the implications were. For example, the distance, how long it would take us, etc.? Not the slightest thought was given to things like petrol, where we'd stay, or anything important. Fortunately, we met up with some girls we knew from Leicester, one of whom I eventually married. And as they say, the rest is history.

## TEMPTATION

“Fast forward some 55 years, and a friend and I were talking and reminiscing about ‘the good old days’. It was mentioned that there was going to be a Mod Exhibition at the Leicester Museum, and to mark the opening there was going to be a rideout of about 100 scooters. Gloria (my wife, the girl I courted from the Great Yarmouth adventure all those years back), and I decided to make the effort to go just for old time's sake. When we arrived, the sight was something to behold and set the juices flowing once more. I was hooked and decided right then and there that I was going to try and get another GS160 Mk 1 like my original machine.

“I spent some time looking on various websites for one, until by chance one Friday night I stumbled upon what I was looking for that sounded very promising. I duly emailed the seller, who turned out to be the son-in-law of the actual owner who lived in France where the scooter was. He contacted me and arranged for his father-in-law to ring me direct from France. It turned out that he was bringing the scooter over to the UK for his son-in-law to sell and offered to call in on his way to Manchester to show me the scooter and give me first refusal. I awaited excitedly for the pre-arranged day and when the owner and machine duly arrived as planned, I had a good inspection of the machine and purchased it without any hesitation.

## RELIVING THE DREAM

“I now had a scooter, some black and white photographs (thanks to wife, Gloria, who saves everything) and a headful of memories. The next step was to replicate my original scooter.

“I was reading the June/July Classic Scooterist article on a local guy called Mick Maidment and his scooter, and saw that the paintwork had been completed by Craig at Scooter Paint Shop, which was only in the next village. I went over to see Craig and showed





him my old photos, told him how I wanted the scooter paintwork done, and discussed my requirements. Craig came and collected the scooter and it was in his shop for about two to three months having the work done. It was during this time that I met up with Mick Maidment (what a genuinely knowledgeable and nice guy). Craig had asked Mick to strip the scooter down prior to spraying, so I helped

Mick, getting to know him in the process. It was also with Mick that we put it back together once the paintwork had been completed. I put down the reason that I am so happy with the finished scooter for not only the quality of the paintwork done by the hand of Craig, but also the finishing of the trim and fitting of the accessories, which is down to Mick's meticulous attention to detail.





"I'm totally over the moon with my new GS160, especially the level of finish that Craig and Mick have achieved. I would also like to give thanks to the stunning pin-striping from the very steady hand of Jon Leeson – it just makes everything so very crisp and clean."

## SO WHAT NOW?

Well, there you have it, another extremely proud owner of another beautiful Classic Vespa; new friendships made and an old addiction now satisfied once more.

So what plans does Paul have for his scooter? Well, he tells me that he will just enjoy it for everything it is, being pleasing to the eye and a physical reminder of his days as an original Mod and the scooter he once owned. He tells me he will be riding it – but only when the weather is kind, as he doesn't need it for his daily work transport any more.

So he has achieved everything he wanted. Well done and carry on!

**Big Chris**



## Paul's memories

All these nostalgic images date from 1964 and show Paul with his mates (and his future wife Gloria), all having a fantastic time at the Great Yarmouth scooter rally of that year.



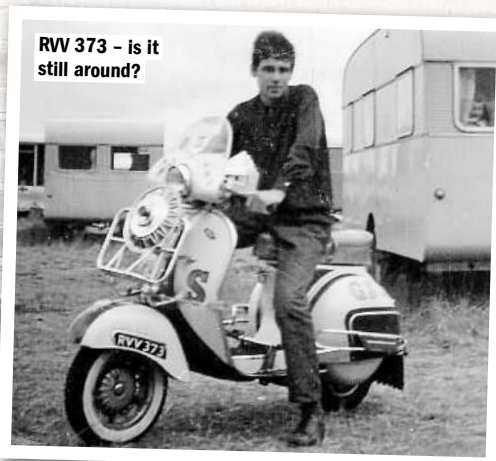
The gang



Gloria and Paul



Paul and Gloria  
on his original GS



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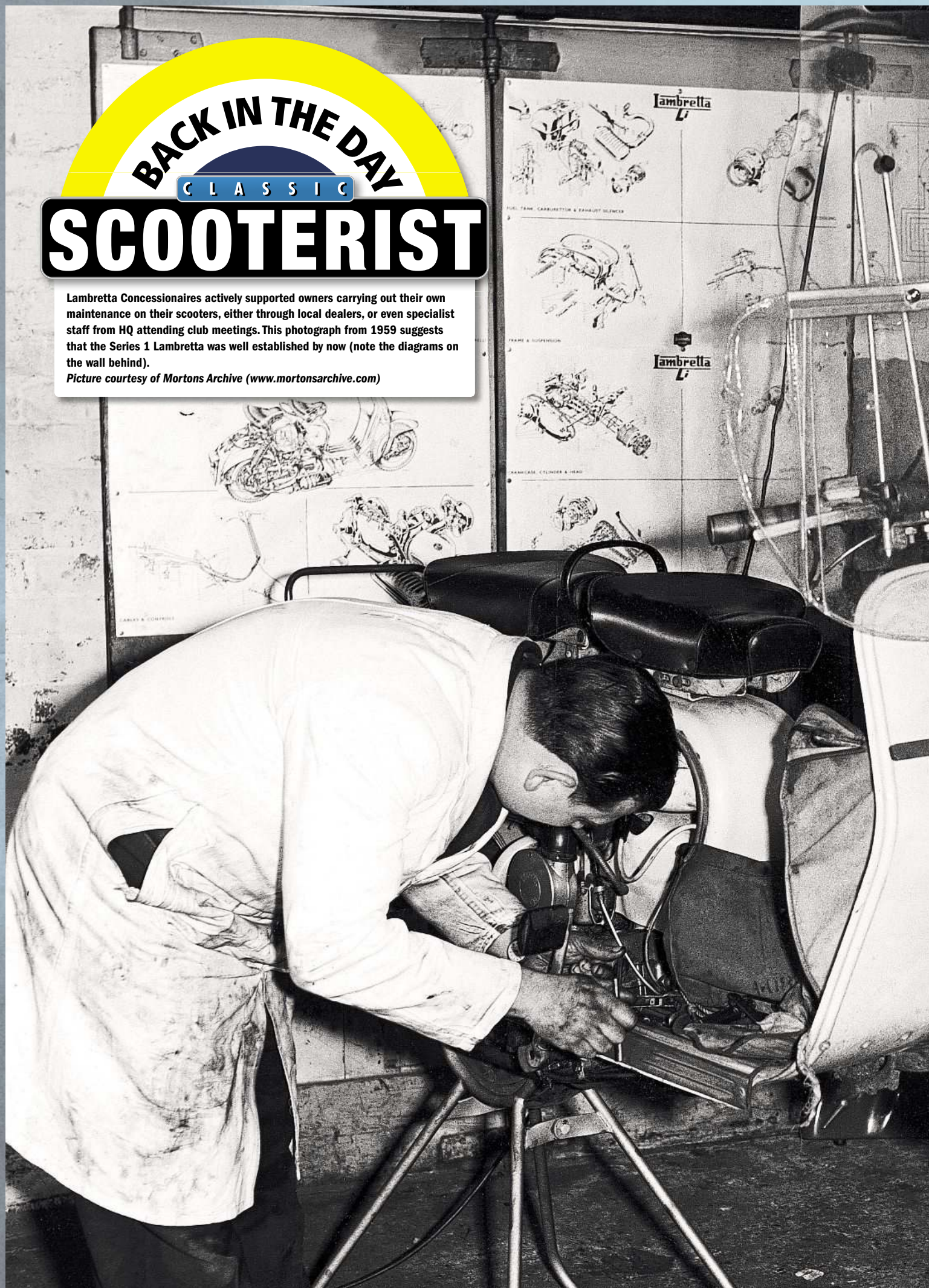
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# BACK IN THE DAY CLASSIC SCOOTERIST

Lambretta Concessionaires actively supported owners carrying out their own maintenance on their scooters, either through local dealers, or even specialist staff from HQ attending club meetings. This photograph from 1959 suggests that the Series 1 Lambretta was well established by now (note the diagrams on the wall behind).

*Picture courtesy of Mortons Archive ([www.mortonsarchive.com](http://www.mortonsarchive.com))*









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This picture from 1959 depicts a publicity shot of what was  
at the time the new 250cc Rollamatic Superflow scooter.

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([www.mortonsarchive.com](http://www.mortonsarchive.com))

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A PEEK AT A BLINDER

*Spike's*

# THAMES VALLEY DISPLAY TEAM VESPA CLUBMAN

I love a scooter with history; a machine with a tale to tell, especially when that tale was narrated first-hand straight from the person that has owned, loved and used the scooter since the 1960s.











Vi and Spike Edwards

**T**his very special Vespa 150 Clubman is one such machine. The owner is very special also and none other than Spike Edwards – a real character – who, along with his wife Vi, are still as active today within the scooter and the Vespa world especially, as they've always been.

## WORLD ON FIRE

The Douglas Company was based in Kingswood, just east of the city of Bristol. They began motorcycle production in 1907 and were a major supplier of motorcycles to the military during the First World War. The same can be said of World War Two and along with motorcycles they also produced and supplied generators this time. So you would imagine that these wartime government contracts would have been very lucrative and set the company up for the future, but strangely by 1948 the company was effectively bankrupt, going into receivership that year.

Around this time the Managing Director, Claude McCormack, was on holiday in Italy when he spotted these funny little machines riding past, they must have really made an impression upon him as he found out what they were and where they were made, and got in contact with Piaggio, emerging with an agreement to build the Vespa under licence in Bristol.

## CLEVER MARKETING

After a bit of a slow start the Vespa scooter began to become very popular indeed and there was a great deal of effort put into promoting these modern forms of transport. The Vespa Club of Britain was formed in 1952, with the promotion and encouragement for the formation of branch clubs coming directly from Douglas.



Spike's first Vespa Club cog badge

If you can get your product seen everywhere and make it appealing to everyone you're on to a winner. The support from the British company, now known as DOUGLAS (SALES & SERVICE) Ltd, even extended to supplying two 42L2s to the Thames Valley Vespa Club (No.22) for use in their display team.

## OUT WITH THE OLD, IN WITH THE NEW

In 1960 two new Vespas were supplied to replace the older 42L2 machines in the Display Team. These were Piaggio produced, 3-speed, 150cc, VB1T machines that were known in the UK and associated territories as the Vespa Clubman.

The two Clubmans had special modifications undertaken to them, such as strengthened floors, a specially strengthened rear rack and a heavily modified front mudguard that was built strong enough to sit on. The near sidepanel was of the fixed type and had a small access door. This was welded up and the panel strengthened so it could take the weight of someone standing

on it. The engine kill button was also removed to prevent it being accidentally pressed mid-display and causing the machine to come to an abrupt halt, which in turn would cause the team to end up in a big pile resembling something from the Keystone Cops. The standard 'Granny Stabber' control levers were also replaced with the more practical and safe ball end type.

The gearing was also adapted to the set up and would have been used if it was to be a sidecar combination. This was to help move it with all that weight on, but does have the effect that it now only had a top speed of about 30mph rather than the standard set up, which would give something more like 40.

Spike informed me that a small chock of wood would also be placed under the rear brake pedal during the practice sessions and the actual displays. This was to prevent the pedal being accidentally operated, which would have also had the effect of causing a comedy pile-up. All modifications (with the exception of the chock of wood) were carried out in-house at the Douglas Works.







Spike's second Vespa Club cog badge

The Thames Valley cog badge

## THE FIRST CUSTODIAN

Brian 'Spike' Edwards hailed from Catford, South London. He got his first scooter, a Vespa Rod model, when he was 17 years old for pleasure and joined the Falconwood Vespa Club (Club No.56). He progressed to a GS VS1, then on to a VS5.

After being involved with the Vespa scene for several years he got to know many folk from the length and breadth of the country and was invited to head north and join the Dalesmen Vespa Club in Leeds (Club No.5).

His decision to head northward was made all that more inviting when he was told that they would find him a good job. So, in September 1962 Spike upped sticks and headed north, whereupon he found the promise of a job was nothing more than lip service. He found himself a job in an office though, but by summer 1963 he was made redundant and had to move back in with his parents. This is when he decided to join the Thames Valley Vespa Club, who were a very active club at the time and, of course, had their very own display team, which Spike found

himself volunteered (or as he put it, press-ganged into).

The two display scooters were kept at a local Vespa dealership in Richmond called Grand Garages and would be collected for practice on a Tuesday and Thursday, plus for any displays that may be put on at a weekend. Not long after this, Grand Garages lost their dealership status and the scooters became homeless.

Spike, always willing to help out, volunteered to look after one of the machines and he became the custodian of 389 HHY.

By 1964 plans were in place to expand Heathrow Airport and as a consequence the club lost their practice area on Hounslow Heath. The Thames Valley Club's membership had dropped significantly by this time and was an indicator of the general decline in scooter sales since the start of the decade as small motor cars became more affordable.

The last display for the team was at the national Vespa Rally in Nottingham of that year; the two scooters were then returned to Douglas.

## REBUILDING THE FRONT MUDGUARD STEP-BY-STEP

196c Vespa Clubman - Reg No 289 HHY



Ex Thames Valley V.C. - Douglas Team Vespa



Condition of Moulded Front Mudguard - Autumn 2004



Page 1

196c Vespa Clubman - Reg No 289 HHY



Ex Thames Valley V.C. - Douglas Team Vespa



Rebuilding of Moulded Front Mudguard - Autumn 2004



Page 2

196c Vespa Clubman - Reg No 289 HHY



Ex Thames Valley V.C. - Douglas Team Vespa



Rebuilding of Moulded Front Mudguard - Autumn 2004



Page 3



Spike sitting on the mudguard of the left-hand scooter



## THE DAWN OF A NEW ERA

As the custodian, Spike was allowed to use the Clubman for his own transport; but now he didn't have it any longer he had to rely on public transport for his daily commute. This is when he met his now wife of many years, Vi, who is often referred to as 'Mrs Spike'. After Spike had asked Vi if she'd like to go to the pictures one evening, they began a four-year courtship, with Vi being slowly indoctrinated into the Vespa world.

The week before they were to be married in September 1968 they attended a Vespa Rally in Cheltenham, where they spotted the other display scooter – 388 HHY – being used as part of an obstacle event where the teams of competitors would have to ride up to an obstacle, dismount, pick the scooter up, pass it over the obstacle, then remount with a rush to the finish line. Spike says the scooter looked in fine fettle as it had been repainted back to its standard Cornflower Blue colour – so much so that they stuck a Thames Valley banner on the front and won a trophy for the club in the Concours d'Elegance.

## BABY PLEASE COME BACK HOME

At the event Spike got talking to Ian Kirkpatrick, a friend and then General Secretary of the Vespa Club of Britain, and enquired about the whereabouts of 'his' old display Clubman. As Ian was in the know and in regular contact with Eric Brockway of Douglas (who was also a friend of Spike), he told Spike to contact Eric and make an offer, as the scooter was at the works.

Spike got straight on it, making an offer of £30 in an informal letter to his friend. It went something like this:

*Dear Eric,  
I would like to offer the sum of £30 to purchase the Vespa Clubman display scooter, 389 HHY, which I am led to believe is at the Douglas Works.  
Best regards,  
Spike*

The offer was accepted and the scooter was duly delivered in October of that year to a local dealership for Spike to collect. The scooter



was then used daily as his regular commuting vehicle and to Vespa events up and down the country. Spike says that he did source a new panel and replace that with a functioning door for reasons of practicality.

## SINCE THAT TIME

Spike carried on enjoying the scooter like this until spring 1981, when after the previous hard life the scooter had seen as the display team machine, it was necessary for a full engine rebuild after only 29,462 miles on the clock. At the same time the bodywork was taken back to bare metal and repainted in black as per the display times.

In 2004 it became obvious that the specially modified front mudguard was beginning to rust, so this required a new one to be manufactured to the original spec and re-fitted.

Since that time the scooter has been in semi-retirement, just making it out for special occasions and to attend the Veteran Vespa Club rallies, where it's always a good talking point and everyone knows it as 'Spike's Clubman'.

Earlier on this year, after making the very brave decision that he no longer felt confident riding the scooter on the road, Spike decided to pass it on to a friend who he knew would love it, look after it and enjoy it as much as he had himself.

So this very special scooter with an amazing history is now under the care of the next custodian, where Spike knows it will be taken care of until the time comes when it must



Chocks away!

once again be passed on and hopefully be appreciated by the next generation of classic scooter enthusiasts.

Incidentally, since the Cheltenham Rally back in 1968, despite keeping his eyes and ears open, Spike has never seen hide nor hair of the other display machine registration, 388 HHY, apart from hearing that it ended up in someone's uncle's shed.

This is about as vague an answer as it could possibly get due to the sheer numbers of uncles and sheds in the country. So, if anyone reading this does have an uncle with a shed, can you have a look inside, as Spike would love to see this other scooter again.

I'd like to thank Mark Butcher for putting me in touch with his contacts Bob Berry and Danny Collumb from Braime Pressings of Leeds, which is a beautiful historic factory building that has been used for several television programme locations, including Peaky Blinders and the recent World on Fire. They couldn't have been more helpful in allowing me access to do the pictures, so thank you gentlemen. Also thanks to Steve Dufton for his help and transport to the shoot.

**Big Chris**



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# The rise and fall of the Innocenti brand

If you're an avid Lambretta enthusiast, you'll probably be aware of the history of Innocenti scooters, but do you know the full story behind Innocenti's vehicle division? The Italian brand wasn't all about scooters. Mau attempts to fill in some of the missing gaps...

**I**n the late 1950s, Milan's Lambrate region housed an important Italian company operating in the field of heavy machinery, pipes, related applications and scooters. Although brought to its knees by World War 2, Innocenti had recovered, thanks to the policies implemented by chairman and founder, Ferdinando Innocenti. Large machinery order books allowed the company to cope with financial losses incurred by fluctuating scooter sales; those substantial financial resources put Innocenti in a strong investment position.

In 1958, Luigi Innocenti, Ferdinando's son, was appointed vice president. With experience gained in the production of sheet metal presses, he tenaciously pursued the project of building cars (Innocenti already produced presses for many European car manufacturers).

In 1957/58, plans were studied for a car produced entirely in the Lambrate factory. This involved a German collaboration to produce a small sub-compact 400cc car inspired by

Goggomobil. But the production of a car with such features would cause tensions with Fiat, then an important customer, regarding the sale of presses. There was also the risk that Fiat would lower car prices to nip this new venture in the bud.

### THE BMC CONTRACT

In 1959 negotiations began with BMC for licensed production of the Austin A40, a car originally styled by Pininfarina (Fiat didn't have a competitor in this market segment, so there was no conflict of interest). A seven-year contract was signed in July, but there were gaps in it that put Innocenti in a disadvantageous position as it didn't allow Innocenti to export cars – it was a deal that didn't give them any security for the future. Initially, parts supplied by BMC were assembled and painted at Lambrate, but by the end of 1960 the metal presses and assembly lines were fully operational and producing the Innocenti A40 at the rate of 100 cars per day. Despite newly-built facilities,



the technology involved was already becoming obsolete. Debuting at the 1960 Turin Motor Show alongside the A40, was the Innocenti 950 Spider (Ghia designed, with English mechanical technology). Mainly manufactured in Turin, it was assembled at Lambrate.

Car production had risen to 20,900 by 1962. In 1963 it rose to 30,600 with the introduction of a new BMC licensed 'upper middle class' car, the IM3. Since the early 1960s, Innocenti had harboured ambitious ideas for a V6-engined Ferrari; a prototype was designed in collaboration with two design houses, with styling entrusted to Bertone. However, in 1964, when everything was close to being finalised, the project was abandoned. That year proved to be an unhappy one in Innocenti's history, as the economic slump led to far-reaching repercussions for both car and scooter sales.





Ferdinando Innocenti and his son Luigi



The new Austin A40 production line (circa 1960)



The early days of scooter production

## INNOCENTI MINIS

Late 1965 saw Innocenti starting production on the Mini, which had already been in production by Austin Morris since 1959 and imported to Italy by BMC. But Italian sales hadn't reached satisfactory levels, due to Italian union regime and transportation costs. Consequently, BMC proposed the Innocenti production of this model, which was accepted by Luigi Innocenti without hesitation. The Innocenti Mini was updated to make it more pleasing to the Italian public, as had already happened to the IM3.

Innocenti Mini production didn't sour their relationship with Fiat, who now looked at Innocenti as a valuable ally to stem the domestic market penetration of foreign automakers, leaving Innocenti without fear of retaliation by the Turin motoring giant.

## CHANGES AFOOT

Innocenti's crisis began on July 21, 1966, with the death of Ferdinando Innocenti. Although he hadn't abandoned his post as president, health problems had long forced him to take a back seat, leaving Luigi to run Innocenti. Ferdinando's death left the company lacking a figurehead and individuals emerged with different ambitions, which Luigi didn't prove able to counteract. The original 1959 production contract with BMC was renewed annually until 1968, but without any effective forward planning by Innocenti (a lack of conviction on their part). They launched a study to produce their own car, but the investment required was too high. So, in 1968 they renewed the agreement with BMC for a further seven years (A40 production had ended in 1967, but Mini sales continued to grow).

## AN UNCERTAIN FUTURE

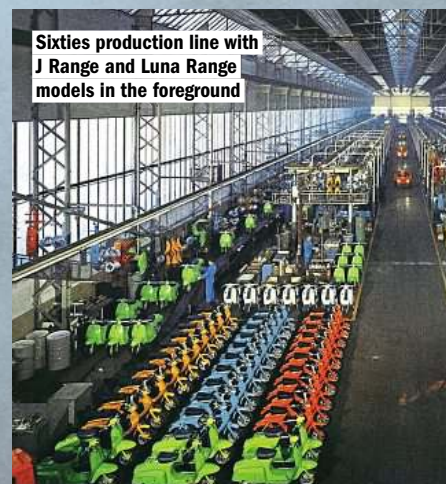
By 1969, Luigi had decided to sell the company (partly attributed to 'Hot Autumn'



950 Spider and A40 sit next to each other on the production line (circa 1963)

an event where workers raised issues related to the BMC contract renewal, and partly because of tensions within the management chain). These were difficult years for Innocenti, especially in the auto sector.

At the end of 1969 Luigi contacted Fiat to propose selling their plants, but the Turin-based company declined the offer. Luigi's intention was to sell the entire business, but other management members had different ideas. Luigi's cousin, Fusaia (Innocenti's CEO) suggested a solution that would protect Innocenti's position and negotiations to sell the car division to Alfa Romeo got underway. Because of the renewed contract with BLMC (now re-named from BMC with the acquisition of Leyland), authorisation proved difficult and Alfa Romeo pulled out of negotiations.



Sixties production line with J Range and Luna Range models in the foreground



An aerial view of the Innocenti complex



## THE INNOCENTI 'I'

Until the end of 1961 Lambrate-built cars were distinguished by a logo consisting of three single-letter 'I' characters, arranged propeller fashion inside an oval. From 1962 the logo became a singular cursive 'I', enclosed in an oval.

The original Lambrate '3I' Innocenti car logo



The later single 'I' car logo



A period of uncertainty followed until February 1971, when negotiations resumed with BLMC. Fusaia attempted to hinder negotiations, hoping to find a group of Italian banks to ensure the future development of the auto sector. The two conflicting positions continued whilst Innocenti maintained contact with BLMC over resuming negotiations. In July, Luigi underwent difficult brain surgery and his serious illness convinced Fusaia to take a step back, endorsing the only possible alternative – the sale to BLMC.

Sale negotiations dragged out until March 1972. On the one hand BLMC knew it was the only possible buyer and promoted some uncertainty, allowing them room for price negotiation. On the other hand, BLMC were always disinterested in Innocenti, despite the two companies being bound to produce cars under licence. On May 6, 1972, the Innocenti vehicles division announced share acquisition by BLMC, with the company changing names to 'Leyland Innocenti'. Eventually, the Innocenti Lambretta scooter brand and tooling were sold to Scooters India.

## NOT CONVINCED

Leyland Innocenti immediately prepared plans to increase annual Mini production to 75,000. At the end of the year an expansion plan appeared, proposing Innocenti Mini exports to France, Belgium, Switzerland and the Netherlands. A new sedan would also be produced – the Regent (Italian version of the Austin Allegro). According to the plan, production was projected to reach 110,000 cars annually. The plan immediately aroused some concern, because it provided for a substantial expansion of the plant, which would make it a highly harmful working environment for workers, due to a significant increase of waste products.

In 1973, an oil crisis severely affected Innocenti sales and the market was no longer able to absorb all the Lambrate-produced vehicles. To stem damage, production was reduced and exports were pushed using the commercial network of the BLMC parent. In an effort to boost sales, two new models were launched: the Mini 90 and Mini 120. Their production required large investments, but in November 1974 they were launched, but



Lambretta Series 3 Specials on the production line

the economic crisis undermined the success it deserved. The number of unsold cars grew, dangerously weighing down Innocenti's financial situation, forcing them to resort to lay-offs, which further aggravated a delicate situation. Lambrate-produced Minis were preferred by Europeans (better build quality), but BLMC needed to sell its home-built version to Europe, even if it meant sacrificing foreign establishments.

## EMPLOYEE DISMISSAL

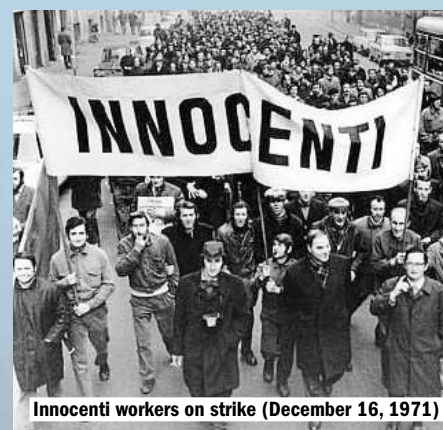
Leyland Innocenti proclaimed a crisis in late 1974, requiring the dismissal of 1,600 workers. Rumours of Lambrate being sold to Alfa Romeo were denied by BLMC President, Lord Stokes; even Alfa Romeo denied the purchase, calling it a "big calamity".

In 1975, Leyland Innocenti presented a dismissal plan for 2,000 of the 4,500 workforce to restructure the company. Proposals were discussed for extending the annual August holiday break to reduce production. By now, storage of unsold Minis had reached 170% of what was considered normal for a healthy company (partly due to the export ban imposed by BLMC).

There was also concern about BLMC taking advantage of the holidays to lay off 1700 workers. Through negotiation, immediate lay-offs were averted, but rolling lay-offs for 3,000 employees were agreed.



The Innocenti Mini finishing line (circa mid-60s)

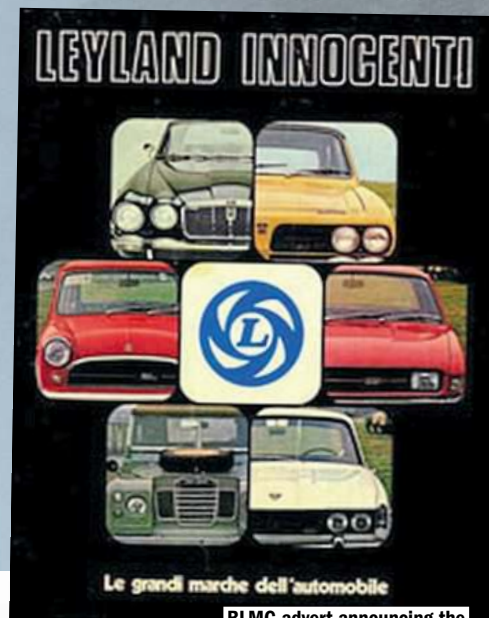


Innocenti workers on strike (December 16, 1971)





Alejandro De Tomaso, with Pantera car bodies in the background (circa 1972)



BLMC advert announcing the purchase of Innocenti (circa 1972)



The 1973 launch presentation for the Regent (aka the Allegro)



The Mini 90 and 120 Bertone (circa 1974)

By September 1975, BLMC required dismissal of 1,500 workers, plus an efficiency increase of 25% for the remaining workers. BLMC's intention appeared to be to close the plant and dismissal of 33% of the workforce seemed to be a clear attempt to make Lambrate unproductive. This led to widespread opposition from unions and the Government, leading to BLMC issuing an ultimatum – if the lay-off conditions and increased productivity weren't accepted, the company would be liquidated.

Meanwhile, various alternatives for the acquisition of the entire plant got underway. Honda looked to Lambrate to produce a utilitarian '360', thus creating a 'bridgehead' into Europe. This was rejected by the unions. Then entrepreneur Alejandro De Tomaso announced he'd like to acquire the plant to convert it back to motorcycle production.

## THE OCCUPATION

Leyland Innocenti was wound up in November 1975, after a shareholders meeting in Rome. Immediately after the announcement, the factory was occupied by workers. In an attempt to break the deadlock, the Government met with Fiat and Alfa Romeo representatives. While Alfa Romeo refused to intervene, Fiat presented a plan to relaunch the company. The first four years of the proposal allowed for Lambrate Mini production, alongside the Fiat 127, with no lay-offs, although there would be a hiring



The Leyland Innocenti logo

freeze for four years. The unions countered with a plan providing for the continuation of Mini assembly, alongside production of a public mobility minibus and production of manufactured building articles.

Meanwhile in Rome, discussions ensued over the 4,500 Lambrate workers who no longer received salaries, but at the same time couldn't benefit from the lay-offs. The Government approved the creation of a shell

company to absorb the workers 'abandoned' by the multi-nationals. Meanwhile, 12,500 Mini 90 and 120 cars remained locked in storage, although stock would still be required by existing car dealerships.

## DE TOMASO ATTEMPTS TO SAVE INNOCENTI

By February 1976, proposals were on the Government's table from Honda, Fiat, the unions and De Tomaso. Initially, Fiat acquisition was taken for granted and it appeared that De Tomaso could be Lambrate's saviour. The entrepreneur revealed plans to produce motorcycles, vans and a small-displacement 400cc microcar, in addition to continuing with Mini production.

Using money from public funds, a plan was approved and 'New Innocenti' was formed with De Tomaso as CEO. The final project provided work for 2,500 workers producing 40,000 Minis annually, with the gradual tiling of motorcycle production; then, after three years, the substitution of the Mini with a small commercial vehicle.



A workers' meeting in the occupied factory (circa 1975)

## THE RESURGANCE BEGINS

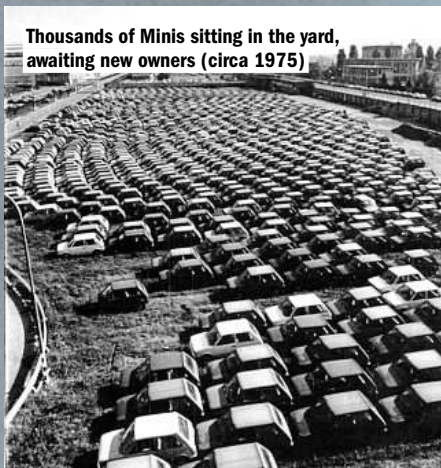
On April 7, 1976, after 132 days of worker occupation, Lambrate awoke and cars that had been blocked in yards were prepared for delivery; spare part sales resumed and the assembly lines restarted. De Tomaso changed the cursive 'I' to a character similar to the Mini Bertone logo. New Innocenti reinstated many of the Leyland Innocenti staff, but the De Tomaso conversion plans were partly rejected and delayed, so employment didn't return then to expected levels, causing tensions between unions and New Innocenti.

In 1978 New Innocenti had the largest percentage increase in European sales. The following year, De Tomaso renewed the expiring contract with Leyland supplying the Mini's mechanics. Mini sales were satisfactory and the number of stored cars diminished.

When the contract with Leyland for engine supply expired in 1981, De Tomaso was convinced that four-cylinder engines were destined to give way to two- and three-cylinder engines for small and medium-sized cars, so he took the opportunity of the contract expiration to enter an agreement with Daihatsu



Thousands of Minis sitting in the yard, awaiting new owners (circa 1975)



1982: the introduction of a new range of three-cylinder cars using Japanese mechanics



to purchase 993cc three-cylinder engines and 5-speed transmissions, to go in the Mini. But sales dropped and New Innocenti halved production and resorted to lay-offs. In the same year production began of a new Maserati, the Biturbo.

In subsequent years the New Innocenti suffered huge losses and needed re-capitalisation, which took place in August 1984. Negotiations resulted in a merger between New Innocenti and Maserati. The Officine Alfieri Maserati incorporated New Innocenti, whose name continued in brand only.

## A MOVE TO FIAT

Between late 1989 and early 1990, a new company was formed and 'Maserati SpA' took over Lambrate. It was 51% owned by De Tomaso and 49% by Fiat, who also held first refusal rights on the majority stake. The collaboration involved, among other things, the Lambrate assembly of the Fiat Panda. At the same time Fiat bought 51% of 'Innocenti Milano SpA' (the commercial company handling Innocenti car sales). In 1992 a new car joined the Mini (now called small 500 and 990) in the Innocenti range; the Koral was derived from the Fiat 127 produced at Zastava, Yugoslavia. Between 1989 and 1993, a progressive staff reduction at Lambrate, led up to the closure of the historic factory. At 1730 on March 31, 1993, around 1,000 workers left the Rubattino Avenue factory for the last time and the construction of a shopping centre commenced. The Innocenti brand was used in subsequent years to commercialise the Italian market.



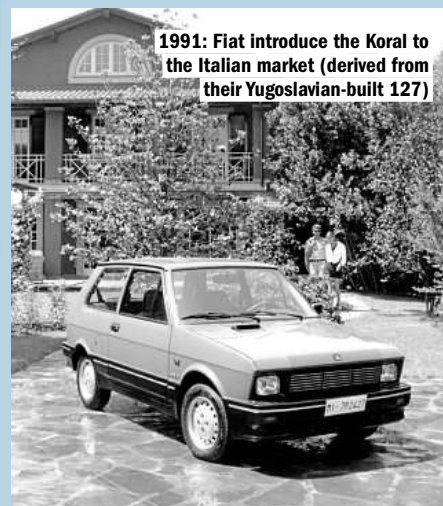
The sun shines over Lambrate after the acquisition by De Tomaso Lambrate (circa 1976)

There's almost no trace of the New Innocenti-Maserati offices today; they've been razed to make way for residential and commercial activities. The whole ex-INSSE area was subject to a redevelopment project to reconstruct a single 'Crystal Palace' and the creation of a 3,000 square metre park.

The Innocenti car brand is currently unused and remains owned by Fiat Auto SpA.

Thanks to Andrea Gallazzi of Registro Storico Innocenti ([www.registroinnocenti.org/](http://www.registroinnocenti.org/)) who provided the source material and pictures accompanying this article. Apologies for anything lost in translation.

1991: Fiat introduce the Koral to the Italian market (derived from their Yugoslavian-built 127)



The former Innocenti commercial building (now a nursing home)



Also thanks to AROnline ([www.aronline.co.uk](http://www.aronline.co.uk)) for additional background pictures and information – this site is well worth a visit if you want to know more about the history of the British motor car industry.



Factory demolition in progress







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**WORTHY MUSEUM PIECE**

# Serveta Jet 200 – a Spanish legend

Having been loaned a 1976 Jet 200 with all-original paint and only 10,000km on the clock for the 2019 Cotswold rideout, I was a little dubious it would be able to live up to its recent popularity.











**T**he scooter, lent to me by my good friend, Mark Richardson, came complete with its original giant flyscreen (I'm not sure what top speed would be possible with that air brake from the Seventies).

Unlike many scooters uncovered in their original patina, this model was rescued by Jason Hudson on his travels in Spain and came with all the documents from its life, which had been spent on the island of Majorca. Original owner, Jose Sobrado Garcia, must have cherished this scooter to keep it in such a usable condition over the years without any changes or upgrades. Its first registration date was April 1977 (the Queens Silver Jubilee year with thousands of children having street parties across the UK, whilst I was probably watching Punk band The Dickies at a concert at Rock City, Nottingham). That seems like a hundred years ago and although it has a few chips and scratches, it still resembles the same scooter that was wheeled out of the showroom in 1977. I owned a 1972 version of the same model back in 1983, but as was the norm then, it was resprayed brown and gold with rattle cans in my dad's shed and then adorned with a chrome-plated horn, tool box door and headset top. I sold it to a young lad from Lincoln for £100. Oh dear!

## CHANGES IN THE WIND

Mark's Serveta is the later version from the Spanish factory with a few items altered during the production timeline, after the company name changed. Throughout the 1960s the original Eibar factory produced thousands of scooters, but with a decline in demand in both Spain and abroad, Lambretta Locomociones SA made a name change in June 1969 to Serveta Industrial SA.

After the Italian factory stopped production in 1971, sales increased for the Spanish company, allowing them to sell all their stock with 1,000 units going to the USA for the New York Police Department and another 1,000 units being exported to the UK.

In subsequent years sales dropped, although Serveta still exported to over 17 countries worldwide. Similar models to this Jet 200 displaying indicators were produced for certain countries that had different traffic regulations requiring direction equipment. The Jet 200 was produced under the Serveta name through to July 1980 when the company filed for bankruptcy; it eventually closed down with the loss of 121 jobs in July 1981. Probably

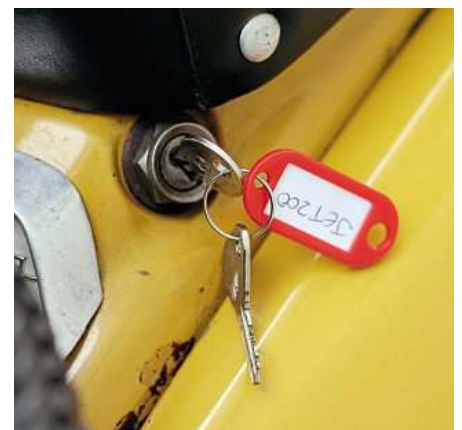


still with a passion for these incredible scooters, 97 workers attended an auction for the machinery and stocks, purchasing these items with a bank loan of around five million pesetas, creating a company called Lambretta SAL, which started production in February 1982. The newly designed 80 Series and Lince models were produced until 1984.

## BACK TO THE SEVENTIES

The mid-1970s production line of Lambretta 200 models underwent a number of changes from the models produced in the 1960s. The front brake was swapped from the original Italian inboard disc to the more common drum brake used throughout the Li Lambretta range. Later models also had an unusual ignition key position at the side towards the back of the seat on the frame loop. Odd, but maybe somebody in Spain realised how crowded the electrics were in inside the headset and thought, 'let's do this'.

The direction indicators also became a new thing for Lambrettas, but the style fitted on this Serveta was probably just what was fitted to the mid-70s motorcycles of the time. To accommodate the indicators, ugly switches were placed on the handlebars (and if I remember correctly, these caused many a



Scooterboy headache, as Spanish electrics were shocking).

Visually, it was always a give-away when the frame loop vented toolbox door identified the scooter as a Spanish Jet; the air filter was placed to one side inside of the toolbox with the air hose exiting from the bottom of the box and then attached to the carb – never thought it was a very successful method for an air intake, especially if a 1970s Soul Boy was riding it with his Oxford Bags blocking the toolbox vents.





Another accessory that came with this incredible find was the tan finish plastic material seat cover that was fixed with press studs on the legshields, then fastened with elastic around the neck of the headset top – a cover for inclement weather I presume, but maybe someone can shine a bit more light on this for a future Classic Scooterist.

I enjoyed my ride around the Cotswolds on this relic from the 1970s scooter world and it never let me down once over my 120-plus miles winding through the picturesque countryside, although I still think I'd prefer a more updated motor. It was maybe due to the lack of use the scooter had had before my trip, but it seemed very laboured through the gears and although it was a smooth ride through the smaller villages and hamlets, out on the open roads it lacked any power for cruising at a sensible speed in traffic.

As we look around the custom shows and traditional Wednesday night rideouts, it's still fantastic to see a totally untouched machine like this 1970s Jet 200; it definitely still has a place, but maybe stored in a museum, so it's never forgotten just how wonderful they were. I bet this will stir up a few purist Lambretta riders who'll demand it be ridden to death along the length and breadth of the UK. Ah well, never one to worry about being controversial....

**Rich Addison**





**GOOD THINGS COME TO THOSE WHO WAIT!**







# *Eric's* Mint condition Vespa PX200

Eric Blackburn from Featherstone in West Yorkshire is unashamedly a Mod of the 1979 Revival. He has a respectful appreciation for the original 1960s Mods, but as he states, that wasn't 'his' time.

**B**ack in the late 1970s when *Quadrophenia* was originally released, Eric Blackburn can vividly remember going to the local pictures with about half-a-dozen of his workmates. He remembers being totally blown away by it, so much so that he went back to see it again a few days later – the spirit of Mod had entered his soul and it was to stay there forever!

## TIME FOR ACTION

With the then young Eric's senses being constantly bombarded by the beautifully exciting new noises coming out of the telly and radio (like Two-Tone and the new power pop post-Punk sounds of The Jam, Purple Hearts, Secret Affair, et al), he and his mates were swept along on a tidal wave of excitement and it was only a matter of time before one of them would be the first to own a scooter.

Eric can remember one lad turning up to work one day on a beautiful purple SX200 – that was it, he was having one! Looking through the local Free Ads he spotted an SX230 on sale for £350 from a guy in Leeds. So, after getting a bank loan for £450 (to also cover the cost of the insurance) he took the plunge and purchased his first scooter. It wasn't long before he realised that it was a pile of junk; although it was as fast as rocket, it was totally unreliable.

Disheartened and now strapped with a bank loan, he sold the scooter a few weeks later for £250 as a non-runner.

## FRUSTRATION

Another of his workmates then went to purchase a new PX125 from Ron Harvey's in Leeds and Eric accompanied him to the shop, where he spotted a custom-painted Vespa 150 Super. Eric fell in love with it, but due to him already having one outstanding bank loan he was unable to set up the hire purchase agreement without someone standing as guarantor. So he ran back to the bus station, got the bus home and persuaded his dad to come back with him to sign the finance agreement. Eric states that although his dad agreed to sign the agreement, he gave him the 'Scarborough Warning' about making sure he paid every month.

Eric was soon out and about on his new scooter and loving everything about it, apart from getting constantly pulled up by the Police, who would hand out producers like confetti, despite everything to do with the scooter being correct and in order. After a while Eric was fed up with this, so he sold the scooter to Wakefield Motor Exchange and used the money to buy a P200E from a shop in his home town. This wasn't straightforward though, as the owner wouldn't initially accept Eric's offer. The owner continued to leave the scooter out round the back in the rain until Eric's persistence and the weather had devalued it to the price first put on the table.

Eric only had that scooter a week before getting knocked off by a postal van (you couldn't write it, could you; talk about life





imitating art)! As Eric wasn't insured, he lost out big time and also collected a fine to pay off as well, meaning that he was off the road until he had got himself financially straight.

## MAYBE TOMORROW

Once back on a stable financial footing Eric's next purchase was a new P125X from Watson Cairns in Leeds (the change in the law now meant that learners on L plates could only ride up to a 125cc motorcycle rather than the previous 250cc). Determined to at least try and be legal, the young Eric stuck L plates on his new 125 Vespa (well, they may have fallen off sometimes, funny enough coinciding when he needed to carry a passenger). He loved this scooter, proudly adding accessories to it to display his Mod credentials for all to see. Eric and his new scooter were now at last legal-ish sometimes and he was able to enjoy a couple of well-riden, uninterrupted scootering years.

Eric eventually passed his test on this machine, but then the exhaust bolt sheered off. Around that time he happened to be watching an episode of the 'A' Team on the television and this gave him the impetus to tackle the problem – after all, if those guys could turn a golf buggy into a tank using only three fresh-laid eggs and some bail twine from what they could find whilst being locked in an old barn, then surely he should be able to fix his scooter exhaust!

With the programme's inspirational theme tune now buzzing around between his ears, he set about the task in hand and bodged it on using a wheel trim bracket to fashion a clamp. He then decided while all was good to go, he'd have a look around for a nice P200E – the scooter that he really wanted and could now legally ride with Kath, his girlfriend at that time, on the back, without having to tuck the L plates into her coat.



## YOU NEED WHEELS!

Eric found the scooter of his dreams at Lens Scooters of Shipley, one of the best and fondest remembered scooter dealerships in the country. He traded in his trusty 125 and came away with a beautiful Black P200E.

Eric loved his new Vespa P200E; it was his favourite machine, being powerful, reliable and functional, and he rode it everywhere. One particular day he'd gone to Leeds shopping and whilst he was contemplating whether or not to buy a pair of new bowling shoes some thieving scumbag stole it from the car park – it was never seen again.

This was 1984 and slap bang in the middle of the miners' strike. Eric was still living at home with his mum and dad, who worked at the local colliery and was on strike. When the insurance cheque arrived, Eric did the honourable thing and placed it on the family table to help with the bills and keep the family afloat during the struggle.

By the time the strike had finished and his dad had given him the money back (not that he had wanted it back), Eric's priorities had changed with a planned wedding to his





## VESPA PX200 98 OVERVIEW

This model in relation to spare parts identification is referred to as the 98 (presumably as it was produced at that time), following on from the EFL and preceded the (MY) Millennium edition – the penultimate facelift for the Vespa PX before its unfortunate demise.

This model is the link between the EFL and the Millennium, as it has parts from both. The glass headlight with standard bulb set up, speedo, handlebar grips, amber indicator lenses and rear light remain as per EFL specification, as does the horncasting, including the badge at the top. Where it differs and has been improved is via the utilisation of the beautifully soft Cosa clutch and front disc brake.

The individual model-specific items are the seat, which appears to be an early MY style but with a more heavily grained material, and the printed Piaggio font on the back. There are also different badges to the engine sidepanel and front legshield. I also believe this colour (Blu Cobalto 251) was specific to this model, but I will stand to be corrected if someone knows different. In any case, it's a great shame it wasn't seen on future models as it's breathtaking.



girlfriend Kath and the search for a home of their own. As time moved on, the natural progression of kids and the responsibilities that that brings took precedent over scooter ownership.

## WHAT ARE WE GONNA DO NOW!

During their nest-building sabbatical, Eric and Kath had maintained a keen interest in music and the scooter scene, and he'd always hankered to own a nice PX200 once again, as it had remained his favourite scooter. Now finding themselves with a grown-up family and on a fairly sound financial footing, Eric, with Kath's encouragement, started to look for a nice P range Vespa, preferably a 200. This search threw up a really nice PX150, which they have used well since getting it and has proved



to be bullet-proof. But at the back of Eric's mind he still hankered for that PX200 of his dreams. Not that 'Jack', the Black PX150, is going anywhere as this is now a part of the (growing) scooter family. Now they had got back on the scene, Kath decided she wanted a scooter of her own and tasked Scooteroller to find her the perfect machine. This they did, finding her an original condition low mileage PK50S, which she loves dearly.

Eric, without any immediate hurry, asked Scooteroller to keep their eyes open for a really nice PX200 and keep him informed should anything special turn up. The search continued for a fair while without anything really special coming to light. What did come up for sale though was a stunning PX125 low mileage and with a world-beating untouched motor that astounded everyone.

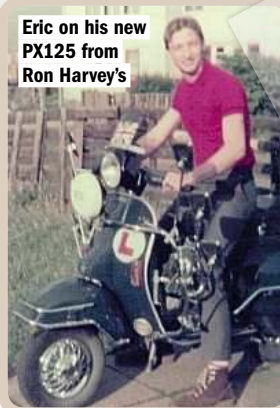




## From Eric's scrapbook



Eric with the custom painted 150 Super



Eric on his new PX125 from Ron Harvey's



The P200E from Lens Scooters of Shipley



Then and now: Eric and Kath



Legal riding, as demonstrated by Eric

It was ultra-reliable and fast; you know, one of these scooters that just beats the rest hands down for some unknown reason.

Eric fell in love with it as it was mint, so decided to purchase it as a spare, (can you see what's happening here; it's a disease I tell you), so a deal was done with Eric becoming the new owner on the Tuesday.

### BEAT THAT!

The very next day he was contacted by Scooteroller to tell him that they'd just taken delivery of something really special indeed – a very low mileage, one owner from new, mint PX200 in one of the best standard colours that Piaggio had ever produced. They offered him first refusal on the machine and invited him over for a viewing.

That put Eric's head in a right spin. He'd just spent a load of brass on the 125 and although he was desperate to become the owner of this special PX200, he couldn't justify the purchase. Without any hesitation Scooteroller offered him the full sale price to buy back the fantastic PX125, as they knew they could sell that machine 10 times over as it was so good.

Win, win, and Eric is now the extremely proud owner of one of the best original standard PX200 Vespas in the country, proving that indeed 'Good things do come to those who wait'! Even if it does sometimes take a little longer than expected – well, 34 years to be precise, but who's counting?

Big Chris



### ACKNOWLEDGEMENTS

Eric would like to thank Scooteroller for once again coming up trumps – and then some – with another brilliant find; Wakefield Metropolitan District Council for allowing the pictures to be taken up at Pontefract Castle at such short notice; and last but by no means least, Joe Gilligan, the castle site officer for her genuinely friendly and helpful assistance on the day.



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# Screaming Scooters

Exit 17 SC member, David Jefferson, shares some of his best photographic memories with you. In part two of this semi-regular series we look at

## SCOOTER PEOPLE

**T**he images seen here can all be found on David's website ([www.screamingscooters.co.uk](http://www.screamingscooters.co.uk)) and are just a small selection from his overall collection. They provide an eclectic overview of the people, places, rallies and events that took place in the 70s and 80s.

Over the passage of time details sometimes tend to become a little sketchy. If anyone has any clearer information, recognises themselves or their mates in any of the pictures, or can pinpoint any further details on any of the individual pictures, then please feel free to contact us ([mauspencer@classicscooterist.com](mailto:mauspencer@classicscooterist.com)) and share that information.



At Longleat with some of Exit 17 SC. Jason Brendish is standing. Left to right are Sarah Emm, Emily Phoeny, Katrina and Granville Jones



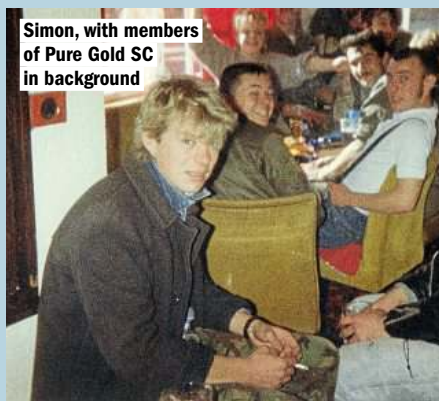
Burying a Circuit 39 SC member in the sand



Keith and John. Keith was one of the first members of Exit 17. He owned an Indian GP, which the garage sold to him with no oil in it!



The Regs, Frome SC - I'm hoping someone can tell me all their names, except for Mitch and Steve



Simon, with members of Pure Gold SC in background



Exit 17 does Baywatch...



Wayne and Granville - who's hat is the silliest?



Exit 17 SC at Exmouth. Left to right are Steve, Katrina, Dave, Niki, Tim, Mat - need help with identifying the other three



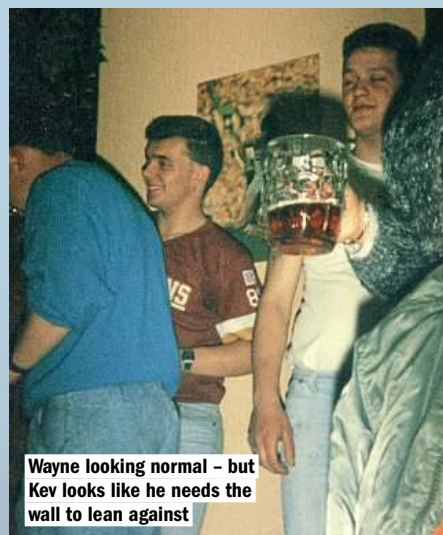
I think this is Bridgewater SC - can anyone confirm?



Sarah and Steve with members of the Lavington Mad Dogs SC



Probably the worst picture of me ever, though I thought I looked good - so misinformed. At least Cath looked good



Wayne looking normal - but Kev looks like he needs the wall to lean against



# Rod's Vespa T5

First impressions don't always count.

I bought my first brand new Vespa – a PX125 EFL – in September 1985, having previously owned a second-hand Vespa 100 smallframe. It was around this time that Piaggio launched the Vespa T5, and I must admit that on first impression I wasn't bowled over by the New Age looks, despite the improved performance of the new 5-port engine. However, the passage of time mellowed my outlook and gradually I began to fall in love with it and the 'ahead of its time' modernistic appearance.

In early 2017, after a conversation with my good friend and scooter restorer, Mark Goudy, I managed to persuade him to part with a new old stock (NOS) T5 frame, along with one of the very first locally registered Mk1 T5s that by this time had succumbed to the usual rust worm. With this secured, I commissioned Mark to build me a factory specification Mk1 T5.

Mark is the owner of Vesparados ([www.vesparados.co.uk](http://www.vesparados.co.uk)) based in County Down, Northern Ireland, and has carried out numerous restorations, all to an extremely high

standard, so a deal was struck to begin work on my T5. Mark had acquired the NOS frame from a guy in Belfast in 2012 who was selling it along with a donor T5 complete with engine and logbook. The frame had originally been sourced from a Vespa dealer in Stoke-on-Trent, who had ordered it direct from the Piaggio factory in Italy in the late 1980s. The frame still had the factory label on it, dated 1987.



## THE SUM OF ALL PARTS

Over the years Mark had gathered as many rare NOS genuine Piaggio parts as he possibly could because he'd originally wanted to build the T5 for himself. The list of NOS parts he'd collected was endless and included the kick-start, CDI bracket, indicator bleeper, glovebox tray, mph LED speedo, fuel filler cap (with red





ring indicating leaded petrol), floor mats, front shock, headlight, tail light, indicator units, the correct T5 carb top, engine cowl, sound insulation for the sidepanel and a 1942 stamped exhaust. Most of these he acquired either from Disco Dez Scooters or via eBay. The mint original seat he purchased came via eBay in Italy and had been removed from its original scooter when new, in 1985.

## ENGINEERING PERFECTION

The engine – which came from the low mileage donor bike – was vapour blasted along with numerous other metal parts. The carb was also treated to an ultrasonic clean. When it came to rebuilding the engine a NOS Piaggio crank and complete top end were fitted.

As to making a decision about the paint color, I didn't want the original Rosso Red, so after much deliberation I settled for Volkswagen Tornado Red, which I think suits it very well.

The T5 was completed in July 2019. It's a stunning restoration and was well worth the wait. Since running-in the rebuilt standard engine, the T5 has behaved impeccably and brings a smile to my face every time I take it out of the garage. I only wish I had become a T5 owner years ago!

Many thanks to Mark for agreeing to part with the frame and all the other bits, and for completing an excellent restoration of an 80s icon.

**Rod Gillan**

## The restoration in progress



The NOS frame







# Close, but no cigar!

The VCB's Regional Riders Competition adventures continue...

**D**espite Stratford-upon-Avon's jester statue beating me last time, I was now back into the rhythm of selecting landmarks and riding routes. I'd worked out early on in the Riders Regional Competition that I wasn't going to complete all 100 landmarks in the North Midlands region that I'm part of. I'd also worked out that if I was prepared to venture into other regions I'd not only see new places, **BUT** more importantly I'd score more points. The competition works on the basis that you score one point for a landmark in your own region, **BUT** you score two for landmarks in other regions. Now you can see my thought process!!

Given that I live in south Leicestershire, my nearest other region is the South Midlands – home to counties like Northamptonshire, which is virtually on my doorstep. With this in mind, my first plan was to grab some more Northants landmarks, which seemed like an easy deal (haven't we had this thought process before and been wrong?).

Despite looking at other areas I decided I'd like to at least do the landmarks that fell within my own county first, and so on a sunny day with a full tank of fuel I headed out. I must admit that whilst I keep it all Old Skool with my map, sometimes this proves to be more of a hindrance. The first landmark, the Abbey Pumping Station, was near the city centre, but

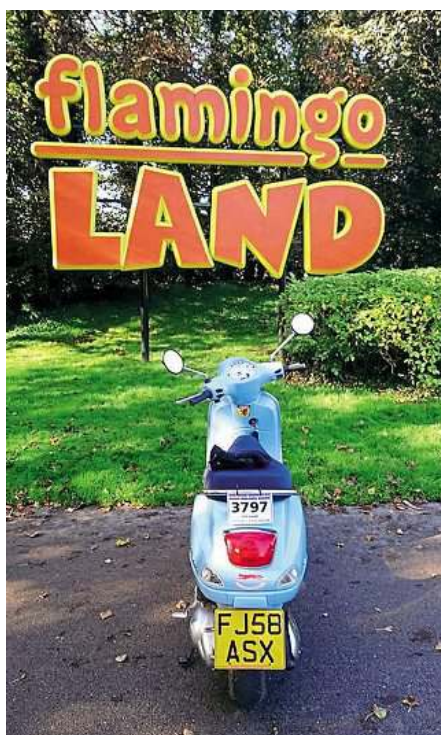
I'd not bothered to check which road actually led to it, so wasted time on the wrong road in morning rush hour. The Navigation Inn (Barrow upon Soar) was another one that initially had me hunting in the wrong places. It was as if the challenge was pointing out to me that a satnav isn't the work of the devil and could actually help save time! The following locations were pretty easy to find; Great Central Railway (Loughborough); Long Clawson Dairy; Belvoir Castle; the Anne of Cleaves pub (Melton Mowbray); The Royal Oak pub (Great Dalby); Donington Park Circuit; St Hardulphs Church (Breedon on the Hill); Ashby Castle; and the manor house at Donington le Heath. It was a good day's riding with just a few wrong turns, but more miles in the saddle.

## LIMITED ACCESS

So, by the end of September I'd completed all the Leicestershire landmarks. Trouble was the October 31 competition deadline was looming. Life, however, finds a way of stopping you from putting in endless miles, so I was limited to forays into nearby counties in order to complete more landmarks and gain more points. This, my friends, is the scootering equivalent of a Panini Football sticker album. I had, unofficially of course, said I'd like to complete 100 landmarks in total, and anything over that would be a bonus.







October saw me completing more miles. My first foray saw a very early start in order to complete a landmark I'd probably ridden past on previous rides – Draycote Water near Rugby. So, in the cold, dark and wet I rode up and parked up in order to get the now obligatory photograph. A couple of attempts later I was off towards the next landmark. I forgot to pick up my competition number, so I lost another one (easily sorted with a spare number being carried). This trip then took me to Banbury Cross, Hook Norton Brewery and then the Rollright Stones – which I nearly missed as their sign isn't easily seen as you ride past! The Lamb Inn, followed by the Old Swan and Minster Mill followed, before I took an unscheduled detour to complete the Oxford United Football Ground – luckily they weren't playing at home so it was easily done, though the detour had taken me miles off my route! Blenheim Palace, The White Horse Inn, The Muddy Duck (Hethe) and then finally Buckingham for the Old Gaol. I couldn't believe how much traffic funnels itself through this town on a Saturday. The trouble was there was a market on, so getting a suitable parking spot became an issue. I ended up hauling the scooter on to the pavement, scuffing the stand in the process! Anyway, another one bagged and time to make tracks for home.

In mid-October I headed into Northamptonshire, bagging the Rushden Historical Transport Trust – no thanks to the town's one-way system, which saw me initially ride right past it! Then it was Santa Pod, Grendon Village Hall, NPS Shoes in Wollaston, The Three Cranes pub (another lost competition number), The Cowper and Newton Museum (Olney), Northampton Town Football Club, The Kings Head pub and then Cottesbrooke Hall – which was shut for the year as it was the end of their visitor season! There was nothing I could do but take a photo by the gatehouse.

My final trip into Northants was supposed to end with the furthest landmark not actually in Northants, but also in the adjoining county of Bedfordshire, this being Stevington Windmill.

I found the Obelisk Centre early that morning and ended up chatting to a South African motorcycle instructor who thought I was mad for undertaking such mileage on a small cc scooter. I left him to a morning of CBTs and headed to Northampton Cathedral and then the Nene White Water Centre, which I'd passed before – a satnav would have solved that! Then the Queens Arms pub, Kettering Town Football Club and Queensbury Road Garage before heading home. So what about the Windmill? On the outskirts of Market Harborough I realised I hadn't done it – too late now, it would have to wait for another day (that day never came, by the way!).

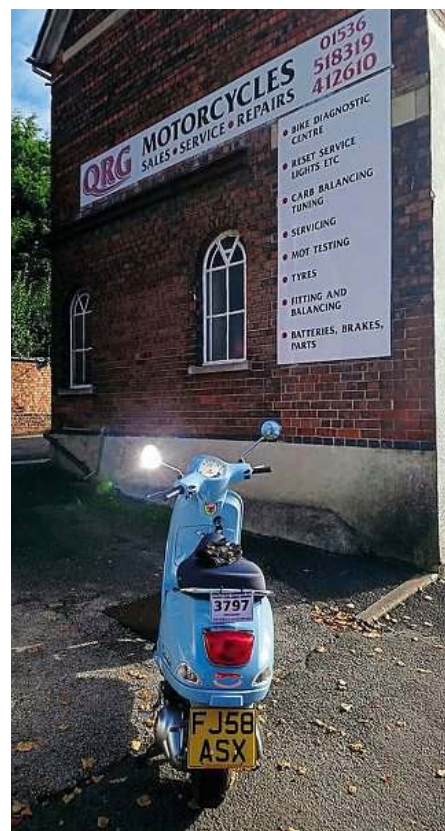
## THE END IS IN SIGHT

The end of October loomed and I had a trip to Yorkshire planned with a view to completing enough landmarks to take me over my goal of 100, and looking to push possibly into the northeast region to take my region tally from six to seven. Leaving early on a Wednesday morning I made my way to Beverly and the East Yorkshire Treasure House. I got lost in Beverley, so completing that one took longer than I'd planned (the lure of the satnav again!).

Then it was off to Market Weighton by a long and circuitous route (I'd gone wrong again!). The William Bradley Statue was duly snapped and bagged before I hit Eden Camp and Flamingo Land. Then the A64 saw me heading to AF Rayspeed, where Ben Kemp was outside working on a Lambretta.

A quick "Hello" and I was off again to Castle Howard, then the Three Cups (Stamford Bridge), before finishing that day at the Seaways Café at Fridaythorpe. If you've ever been there you'll know how popular it is with bikers, who looked bemused when I rolled in!

I then made my way to my accommodation for the next few days and it wasn't until the Sunday morning when I came to use the scooter again that I realised I had a problem – no spark. Having no tools didn't help, so a trip to Scarborough and the purchase of a ring spanner to try and loosen the spark plug (once I'd go the cover off). Trouble is it wouldn't



budge – and then I heard something drop. Yep, that'll be the ceramic part of the spark plug where it should be attached to the bottom section – great, no way of getting it out and no way of hitting any more landmarks! Maybe this was the little blue LX's way of telling me that my RRC for 2019 was over. I had no more free time so I called it a day.

In total I lost four competition numbers, visited six VCB regions, completed 97 landmarks, finished fifth in my region and had ridden enough miles to take me from my home to the North Pole! The year 2020 will see me competing again, this time on a 1987-built MotoVespa TX200. Bring the competition on!

**Colonel Mustard**



# Registrations

Registering a scooter you've imported or bought from a dealer and which doesn't have a current UK registration has always been seen as something of a pain in the proverbial. Yes, there are forms to fill in and time to spend on the process, but it's not the minefield you may think it is.

**T**here are two options for registering a scooter really – pay someone to do it for you, or do it yourself. It's up to you. But why pay out when you can save money by doing it yourself?

As with most things involving government agencies (in this case, HMRC and DVLA), there's always hoops to jump through, but once you understand the process and what's needed, then it's not as bad as you think. The easy option, of course, is to buy a scooter that's already registered (if that was the case, you wouldn't be reading this)! So where do we start...

## NOVA

Ok, let's assume you've bought an unregistered scooter. When you purchase it, obtain as much information from the seller as possible. Have they applied for a Nova number? Nova is the way that HMRC (essentially the tax office and HM Customs) works out if tax is due to be paid. Anything bought, currently (as this article was written pre-Brexit) within the EU does not have to pay import tax. If you have bought the scooter out of a shed/garage/barn you'll still need to apply for Nova if the seller hasn't done so – this is simply so that HMRC can see if any tax payment is required. You can visit the HMRC website, apply online, or print the forms off and do it that way. The website address is: [www.hmrc.gov.uk](http://www.hmrc.gov.uk)

**TIP 1:** No Nova means that when you apply to DVLA they will not process your application. With a Nova number they'll then start the process for you.

**TIP 2:** Make sure the frame number you've put on your Nova application is the same as the one that's on any other paperwork – if it's not, the DVLA will reject your application.

**TIP 3:** HMRC will want to see a date certificate – a bit backwards, but HMRC will want to see one before they'll issue a Nova number.

## DVLA FORM V55/5

In the past you had to apply to get one of these sent to you by the DVLA. Now you can download one from their website. There are plenty of boxes to fill in and some that don't need to be filled in as they don't apply to a scooter. In short, using the latest form you can fill the V55/5 in as follows:

- 1 Registration:** Leave blank – state country vehicle purchased from (EU/UK/Non-EU)
- 2 Taxation class:** Historic
- 3 Licence period:** Six/12 months/Historic Vehicle (I always leave blank as tax is not required)
- 4 Fee:** Check with DVLA for latest fees (Historic Vehicle – can be left blank)
- 5 Manufacturer:** Innocenti, Piaggio, Durkopp, etcetera
- 6 Make:** Lambretta, Vespa, etc.
- 7 Model:** Model name (for example TV200 or Rally 180, etcetera)
- 8 Type of body:** Motorcycle
- 9 Wheelplan:** Two wheel
- 10 Colours:** Main/secondary/multi (e.g., white and red)
- 11 Type Approval No:** Exempt
- 12 to 16:** Refer to a Certificate of Conformity, which you won't need

**BRITISH LAMBRETTA ARCHIVE**  
*Dedicated to preserving the heritage of Lambretta*

Dear Sir Madam,

Please accept this letter as proof that the Serveta motorcycle, details shown below, is correct in all the details provided. The engine number has been checked against the production records of the Serveta SA and this engine number is correct for the year of manufacture. Rubbings of the engine number and photographs of the engine have been checked and found to be correct. Please allocate an age related registration mark to it.

The issuing date of this letter is: 15/November/2019

Registration number: BKU 174B

V5C: CB1356436, 6/14

**THIS DOCUMENT IS NOT PROOF OF OWNERSHIP.**  
 It shows who is responsible for registering and taxing the vehicle.

**MOT Test Certificate**

Driver & Vehicle Standards Agency

MOT Test Number: 51200180916

Vehicle Registration Mark: BKU174B

Vehicle Identification Number: 664113

Make: LAMBRETTA

Model: S2150

Colour: Black and Green

Issuer's Name: R. J. CHAPPEL

Test Class: 1

Country of Registration: Great Britain

Expiry Date: 14 August 2016 (EXTENDED)

Issued: 15 Aug 2015

Test Station: V101013

Odometer Reading and History:

- 15.8 2015: 17 mi
- 11.7 2014: 1403 mi
- 1.9 2010: 1262 mi

Inspection Authority: M. J. C. MOTORCYCLES LTD, UNIT 3, FRODOES CLOSE, EMDERSY, LEICESTER, LE19 4NL, 0116 2750222

Additional Information: To preserve the anniversary of the expiry date, the earliest you can present your vehicle for test is 15 July 2016.

Signature of Issuer: [Signature]

Advisory Information:

**17:** Leave blank, as it is less than 3500kg

**18 Number of Seats:** 1/2

**19 to 22:** Leave blank (this is Certificate of Conformity information)

**23 to 24:** Leave blank (it's less than 3500kg)

**26:** Leave blank (this is the Certificate of Conformity information)

**27 Year of Manufacture:** Enter year (as shown in your dating letter)

**28 to 29:** Leave blank (this is Certificate of Conformity information)

**30 Date tax to run:** Enter the date the V55/5 is posted (Historic Vehicle – I always leave this blank)

**31 Fuel Type:** Petrol

**32 VIN Chassis Number:** (Examples I've used are 634733 or 150LI3\*634733). Make sure this matches the information submitted on your Nova

**33 Engine Number:** You don't need to include this, but it's a good idea to, especially if your scooter is ever stolen

**34 Cylinder Capacity:** 50, 90, 125, etcetera

**35 to 40:** Leave blank (this is Certificate of Conformity information)

**41:** Leave blank

**42 to 45:** Leave blank (this is Certificate of Conformity information)

**46 Date of Original Registration:** (Not required when you're applying for a new logbook)

**47 Date of registration in the UK:** Leave blank (it's not been registered in the UK yet!)

**48 to 56:** Leave blank (this is Certificate of Conformity information)

**57 Partial Postcode of Purchaser:** Enter your Partial Postcode (industry in which vehicle is to be used enter Private in second box, or leave blank.

**58-60:** Leave blank (this is Certificate of Conformity information)

**61 List price/notional price:** Leave blank (applies to vehicles purchased after April 1, 2017)



**Driver & Vehicle Licensing Agency**

# Vehicle first registration fee

Since 1 January 2004, you will need to pay a fee when you first register and tax a motor vehicle in the United Kingdom. The fee – currently £55, will cover the administrative costs associated with registering the vehicle for its life. The fee will apply to all vehicles except for the following:

- those first registered and taxed in the 'Disabled Exempt' tax class
- historic vehicles previously registered with the old Local Authorities (note conversions)
- imported vehicles previously registered under the Personal Export Scheme and New Means of Transport Scheme
- Visiting Forces Vehicles
- Crown Exempt Vehicles
- vehicles registered under the Direct Export Scheme and
- off road vehicles.

Registering vehicles, and keeping the register up-to-date when keepers move and vehicles change hands, is an important weapon in the fight against vehicle related and other crime and benefits individuals directly. The fee ensures that more of the cost of this service is placed on those who call upon it.

You will have to pay the fee when you first register and tax a vehicle. You will also need to pay the Vehicle Excise Duty (VED) and HGV road user levy, where applicable. This will be one payment made for vehicles first registered and taxed either at the DVLA or under the Automated First Registration and Licensing (AFRL) system.

N.B. HM Customs and Excise advise that the fee is outside the scope of V.A.T.

**Find out about DVLA's online services**  
Go to: [www.gov.uk/browse/driving](http://www.gov.uk/browse/driving)

INF54/1

**Application for first vehicle tax and registration of a used motor vehicle**  
Note: See below V55/5 for notes on filling in, as incomplete forms will be rejected.

**Owner & Vehicle Licensing Agency**

**Vehicle details**

1. Registration mark:

2. Tax class:

3. Period of tax:

4. Registration fee:

5. Make:

6. Model:

7. Year:

8. Type of vehicle:

9. Colour:

10. CC:

11. CC in litres:

12. Type of engine:

13. Fuel:

14. Horsepower:

15. Weight:

16. Number of doors:

17. Number of seats:

18. Number of windows:

19. Number of lights:

20. Number of wheels:

21. Number of axles:

22. Number of gears:

23. Number of valves:

24. Number of cylinders:

25. Number of pistons:

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96. Number of cylinders:

97. Number of pistons:

98. Number of valves:

99. Number of cylinders:

100. Number of pistons:

**61. Date of birth:**

**62. Name and address of vehicle keeper:**

**63. Date of birth:**

**64. Is this vehicle exempt from Type Approval?**

**65. Mileage information:**

**66. To 68:**

**69. Declaration:**

**70. Signature:**

**71. Date:**

**72. Address:**

**73. Contact details:**

**74. Declaration:**

**75. Signature:**

**76. Date:**

**77. Address:**

**78. Contact details:**

**79. Declaration:**

**80. Signature:**

**81. Date:**

**82. Address:**

**83. Contact details:**

**84. Declaration:**

**85. Signature:**

**86. Date:**

**87. Address:**

**88. Contact details:**

**89. Declaration:**

**90. Signature:**

**91. Date:**

**92. Address:**

**93. Contact details:**

**94. Declaration:**

**95. Signature:**

**96. Date:**

**97. Address:**

**98. Contact details:**

**99. Declaration:**

**100. Signature:**

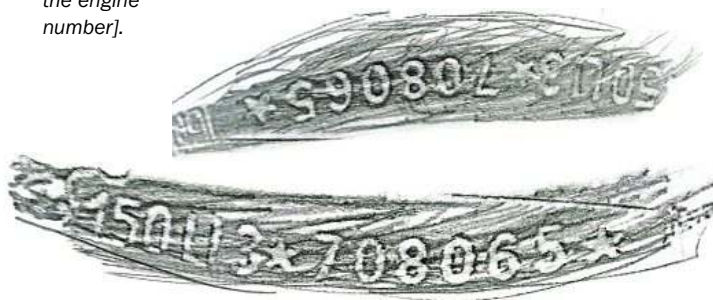
- 62 Vehicle Keeper:** Title/Name/Address/Contact details
- 63 Date of Birth:** DOB
- Contact details:** Tel. no/email address
- 64 Is this vehicle exempt from Type Approval:** Historic Vehicle
- 65 Mileage information:** (optional box)
- 66 to 68:** Leave blank (applies to vehicles over 3,500kg weight)

## DATE AUTHENTICATION

To further progress your application you'll need a dating letter (also known as an authentication letter or dating certificate). To obtain this you need to apply to a DVLA recognised body – so people such as the LCGB, VCB, British Lambretta Archive, Veteran Vespa Club and the Vintage Motor Scooter Club. These organisations charge various fees for their services and for your money you'll receive a dating letter.

You'll also need to supply the club you apply to with images and/or rubbings of your scooter's frame and engine number, your name and address details and the required fee. They then check the information against the production information that they have and they send you a dating letter back.

**[TIP: Using masking tape, place it over the frame number and then use a pencil to rub the image, and voila! You should have a section of masking tape with your frame number on it. Simply attach this to a sheet of paper and send it off with your application. You can do the same process for the engine number].**



## MOT

The MOT rules have changed. In the recent past anything that was built in 1959, or prior to that, didn't need an MOT certificate. That has since changed and anything manufactured (or registered) 40 years ago and has not been substantially changed in the last 30 years doesn't need an MOT. The rule is now a rolling 40-year one, so check if you need one when you get your dating letter back. So if you have a machine built over 40 years ago, you won't need to provide an MOT certificate when applying. I'd always suggest you get an MOT to show that your machine is roadworthy and then supply that with your application. It's also worth seeing if you can find out the year of manufacture of a scooter if you're not sure it falls within the 40-year period. It's not

uncommon, especially with Indian-built Lambretta GP models for people to say that the machine they're selling is a 1978 model (for example) when it's actually newer than that.

## INSURANCE

Again, insurance isn't necessarily needed when you apply for your registration. I'd always suggest that you do insure your scooter – after all, you're going to need to insure it if you're going to ride it on the road and you might as well do it now.

Your insurance can be undertaken on the scooter's frame number in the first instance. Then simply update it once you have your registration number.

## WHAT NOW?

So far you should now have your dating letter, a valid MOT (if required), your insurance certificate (if you've insured the scooter), the £55 fee and the cost of your vehicle tax if your scooter isn't tax exempt (historic vehicles don't need it). You'll also need to send one document from the following two lists:

- 1:** Confirmation of your name: So driving licence, passport, marriage certificate, decree nisi, birth certificate or decree absolute (you only need to send one of these!). Ideally send photocopies of both sides of your driving licence, as it contains your address, date of birth and a photograph of you.
- 2:** Confirmation of your address: So a recent utility bill (issued within the last three months), bank/building society statement, medical card or your council tax bill.

I would also add two photos showing the complete scooter and one of the frame number. These photos are not a DVLA requirement, BUT they may negate the need for DVLA to inspect your scooter (they'll let you know if your scooter needs inspecting). On an inspection they're simply checking that any information you've supplied is correct. The inspectors aren't scooter experts! The photos are not a necessity and I know that some organisations will disagree with me, but I'm trying to make this issue as straightforward as I can for you.

Finally, envelope it all up and send it to: DVLA, Swansea, SA99 1BE.

## LAST TIP

Make sure any documents you send are the originals (the DVLA will return your application if you send copies).

Then simply sit back and wait for the new V5C to drop through your letterbox with any documents you've sent and the letter you need to get a registration plate made up.

A final word on the subject: Whatever you do, don't say that you bought your pride and joy as a box of bits – that, my friends, will open up a whole new world of pain for you as the DVLA will consider your pride and joy as a reconstructed classic for which there are different rules and regulations! You have been warned!

**Fred 'Sonic' Smith**



# Lui, Lui

For the second part of the Lambretta Lui's makeover we concentrate on the engine strip-down and rebuild.



**T**he removal of the Lui's engine from its small Lambretta frame is very simple, as the rear shocker and engine bolt slide out easily with a drift on the bolt.

I'd usually clean some of the grime off a larger Lambretta motor, but with the 50cc J-range engine being so small I didn't bother; it's much easier to handle so I was less likely to get lathered in oil.

Removing the head cowl and flywheel cowl (pic 1) had already been done (they'd been taken to C J Powder Coatings to be coated in a durable black gloss coating). Perhaps replacing the Allen cap bolts with a similar black or chrome would be a finishing preference, I think.

Unlike the spring method on Series 3 engines, the flywheel dust cover (pic 2) is held on with a couple of screws, which I like. In the past I've had a spring pop out when riding and couldn't believe how it destroyed the dust cover, seeing as it was only alloy against the fins and cowl.

Don't worry if, like me, you don't have any specialist tools for removing the flywheel

nut on this engine model. I'm not sure if the Series 3 flywheel holding tool fits, but I just used my impact drill (pic 3) – very simple and less likely to damage the fins holding with a screwdriver, etc.

A standard flywheel Lambretta removal tool can be used to pull the flywheel off and then the points system stator (pic 4) can be carefully taken out with its mount bolts.

One surprise I came across on my first time of stripping one of these engines was that the mag housing is actually part of the main engine casing, so inside behind the stator the mag bearing plate is a brilliant method of removal from the casing.

Be very careful though, as I was advised by Warren at Shaw-Fire Lambretta Spares that he'd broken one very easily trying to get it out of the engine (I can understand this, as its only alloy and if stuck in place, is pretty fragile).

The top end of barrel, head and piston (pic 5) can be taken off – nothing different here to the standard set up of larger engines, apart from being an upright barrel. The removal of

the crank can be done after removing the other side of the engine side casing.

On opening up the engine to reveal the clutch and chain, the guides can be removed first before taking out the front drive sprocket (pic 6) to gain access to the crank (pic 7). It's best to use a crank removal tool to punch the unit out, but as I intended fitting a new Polini 75cc top-end kit from Rimini Lambretta Centre and needed to replace the con-rod to accommodate the increase in cc, I tapped out the crank from the drive side with a resin mallet, making sure the con rod was pushed down, so the crank can be wiggled out of the mag side opening.

Once again a standard Lambretta clutch-holding tool can be used when removing (pic 8), and I also used a clutch compressing tool connected to a couple of studs on the casing. I think with it all being smaller in construction, the engine doesn't need as much force to strip down, so be careful and take your time, and it will come apart easily.

Using my impact drill, I took the centre nut off the clutch (pic 9), which doesn't have a tab





washer either, like its big brothers. Then before removing the three-speed gearbox (**pic 10**), I had a quick check of all the loose gears and fixed unit – excellent quality, with not a bit of wear on the teeth or chips.

After taking them out I looked at the sliding dog on the layshaft with a view to removing the gear selector shaft and wishbone. I noticed that the holding bolt (**pic 11**) was damaged (or so I thought). Contacting social media friends I was told, 'It's not a usual hex bolt or Allen, it's actually a roll pin holding it together'. So I removed the lay-shaft and turned the wishbone to one side to drift it out of its place, making sure not to damage the casing behind (cheers Shaun Wivaquiff, the guru of the unusual – ha ha).

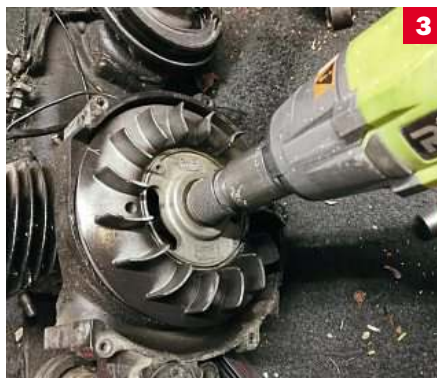
The last job I had to do was the rear hub bearing removal and seal. This had been leaking and the rear brake shoes were soaking in gearbox oil (**pic 12**). It is possible to clean these shoes with an engine cleaner or a bit of petrol, but these were a little worn, so the best option is most likely to just replace them with new ones.



1: Flywheel cowling retaining Allen bolt removal



2: Flywheel dust cover removed by unscrew the locating screws



3: Impact drill being used to remove the flywheel nut



4: Points stator plate fitted to the mag side



5: The small 50cc piston before removal and the oil-covered base of the crankcase

After a quick scrub down of the casing and side casing, I then decided it best to get the unit vapour blasted and found a local specialist not two miles away from my workshop. The casing had been painted black previously so I hoped it wouldn't be too difficult to remove the base colour.

Taking it to Howard at Select Services was a master stroke, because when I collected it after, it looked better than a new casing. I didn't realise that the process of vapour blasting actually makes it simpler to remove oil, petrol or dirt with a simple wipe.



6: Front drive sprocket and chain





**7:** Drive bearing retaining plate inside the crankcase is held with three countersunk screws



**8:** A general Lambretta clutch-holding tool



**9:** Clutch nut removal with impact drill



**10:** Loose and fixed gears for the 3-speed gearbox



**11:** Gear selector shaft (left) and roll pin locating pin removal



**12:** Rear brake shoe (right) soaked in gearbox oil after the rear drum seal leaked



**13:** Frame strut in need of re-weld to make stronger

With all the replacement bearings and seals purchased from Warren at Shaw-Fire Lambretta Spares, I was ready for the rebuild. The last bits of the rebuild needed a little work though, before coating and a weld under the legshield centre struts (**pic 13**) was needed – not so much a full weld, but a good clean-up and make good by my mate Webbo. The original effort looked like it had been done by a one-eyed 10-year-old in Timbuktu. Also, one side of a wheel rim had been blasted and Chris at CJ's brought it to my attention that it had a small hole on the centre part of the rim (**pic 14**) and needed welding. It's great to have professionals to work with who can point stuff out like this, instead of just getting the coating done and hide something like this.

Cheers for all the help from everyone who has advised and supplied me with services on this first for me on a very cute little Lambretta restoration.

**Rich Addison**



**14:** Split wheel rim half with hole in, which needed welding before powder coating



# Vespa fuse/rectifier box stud repair

**PROBLEM  
SOLVER**

Many older Vespas have the same method of securing the fuse box, including the Vespa 125 VNB, GT, GTR, Super, TS 150, VB, VL, VBA, VBB, GL, Sprint, GS160, SS 180, Rally, 50S Special Elestart and 90. The fixings often get damaged over time – here's our top tip on how to resolve this issue...



Assembled rectifier box

**O**n stripping down a GS chassis for refurbishment the final piece to be removed was the threaded earth post that also retains the rectifier and the pressed steel cover to the box. Almost predictably, this removal process had the unintended outcome of shearing off this slightly rusty threaded stud adjacent to the chassis. To repair this damage, the stud's stub base was drilled out using the correct size drill bit for an M 3.5 engineer's tap, then the drilling was re-tapped and a suitable length of studding was sought out. This, however, does not seem to exist\*, but – happily – M 3.5 electrical screws for light switch and plug socket front plates are freely available in a 50mm length, so one of these was substituted. These particular fixings, after passing through the reinforcing pad behind the chassis, are approximately 5mm too long, but otherwise are perfect as a replacement for the original studding.

*Vespita*



Rear view of  
rectifier base



Rectifier box with cover removed showing replacement stud



\*It has been pointed out since writing this tip, SIP sell both the stud and the wing nut on their website ([www.sip-scootershop.com](http://www.sip-scootershop.com)). The 50mm screws mentioned above, however, cost about 50p each if you are on a budget



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[www.vespaclub.uk](http://www.vespaclub.uk) or see [www.facebook.com/groups/theofficialvcpage](http://www.facebook.com/groups/theofficialvcpage)

## BUCKS

### SPARTANS MK SC

Based in Milton Keynes, Spartans MK SC is a well supported club. Info: Ray Reader mobile 07969 263840, or 01908 395961/Lyn Tofts 07831 383377 (for clothing and general info)  
Facebook: SPARTANS MKSC

### TIN SOLDIERS SC

Meet every Saturday from 9.45am at Captain Ridley's Shooting Party (Wetherspoons), MK2 2ED. The monthly meet is held at the same venue but on the 1st Thursday of each month from 7.30pm. For up-to-date information visit their Facebook page: 'Tin Soldiers Scooter Club'

## DORSET

### LOWRIDERS SC

Based in Weymouth, members ride weird and wonderful machines in all weathers. Facebook: Lowriders Scooter Club Dorset

## ESSEX

### CHELMSFORD SC

Meet first/ third Thursday of the month at The Bird in Hand pub, New Writtle Street, Chelmsford (near cricket ground). Meetings are from 8.30pm onwards. Phone 07940 440773; email [ChelmsfordSC@aol.com](mailto:ChelmsfordSC@aol.com)

## FLINTSHIRE

### FLINTSHIRE SC

Meet on Wednesday nights at the clubhouse behind the Leprechaun Hotel, Welsh Road, Garden City, Flintshire CH5 2HX. All scooter riders welcome

### THE NORTHERN ACES SC

Deeside (North Wales border). We welcome all classic scooterists. Meet Weds at the Castle Inn (Hendrys), Brook Road, Shotton, Flintshire CH5 1HL. For information contact Rich 01244 823112 or Coaty 07872 953780

## GLOUCESTERSHIRE

### GLOUCESTER & CHELTENHAM SC (GACSC)

Meet every Wednesday at the Aviator Pub, Staverton Airport, at 7pm for a local ride-out commencing at 7.30pm. All makes welcome. Weekend ride-outs to national rallies and local events. Info: Andy (07546 485534) or Dave (07901 877917), or see GACSC Facebook page for details

## HAMPSHIRE

### GRENADEIERS SC

Welcomes new members in the Farnborough/Camberley areas. Contact Andy on 01252 679546 for information

## LANCS/CUMBRIA

### TROJAN SC

Covering Morecambe and the surrounding areas. Meetings first Thursday of month. Contact us via Twitter (@trojan\_sc)

## LINCOLNSHIRE

### BOSTON SC (UNOFFICIAL)

The club has up to 30 scooters on Wednesday ride-outs. Classic geared scooters are our mainstay, although autos are welcome. Scooter rallies are regularly attended. Find us on Facebook under Boston Scooter Club (unofficial!)

### GENERATIONS SC

All scooterists welcome. Visit our Facebook group at <http://tinyurl.com/jdzl85n> where you'll find full details

### SLEAFORD ALL-KNIGHTERS

Meet at The Barge & Bottle on Wednesday nights. Contact Rob (07833 475602) or visit [www.allknightsrsc.co.uk](http://www.allknightsrsc.co.uk)

## LONDON

### EAST LONDON & DISTRICT SC

Email [sirpaulconway@gmail.com](mailto:sirpaulconway@gmail.com) or call him on 07904 349813/07561 569444

### FORESTERS SC, EAST LONDON/ESSEX

New members are always very welcome, whatever they ride. Our club meetings are held every Wednesday night from 6.30pm at the Horse and Well pub, 566/568 High Road, Woodford Green, Essex IG8 0P5. For more info contact Allen on 07743 371315

### ROYAL BRITISH LEGION SC

Based in Enfield EN1, London. For more information email [sirpaulconway@gmail.com](mailto:sirpaulconway@gmail.com) or phone 07904 349813/07561 569444

### SOULS OF ST GEORGE

Based in the Beehive, New Eltham, SE London. Meet on the first Monday of the month until the weather gets better, then it's fortnightly. Meet kicks off around 8pm. Facebook page Souls of St George Scooter Club

## MIDLANDS

### BIRMINGHAM ACES

Meet at the Urban Village, Digbeth, Birmingham, on Saturdays and the last Sunday of every month at The Shakespeare, Birmingham City Centre. For more information email [sut7@hotmail.co.uk](mailto:sut7@hotmail.co.uk)

### EMSA (EAST MIDLANDS SCOOTER ALLIANCE)

Looking after all the interests of scooter clubs and individuals based within the East Midlands and surrounding areas. Email [eastmidlandsscooteralliance@hotmail.com](mailto:eastmidlandsscooteralliance@hotmail.com) or search for them on Facebook via East Midlands Scooter Alliance (EMSA)

## NORTHERN IRELAND

### A2 ACES SC

Based in Carrickfergus, Co Antrim, Northern Ireland. We meet at Brewers Fayre on the last Sunday of every month at 11.30am. We're always on the lookout for new members. We have 32 active scooter riding members and have weekly runs every Thursday night and Sunday afternoons. For more info contact [rodneychampion@yahoo.co.uk](mailto:rodneychampion@yahoo.co.uk)

### MOVIN' TARGETS SC

Based in Bangor, County Down, our club has over 40 members, which makes us one of the biggest scooter clubs in Ireland. For more information visit the website: [www.facebook.com/movintargetsscooterclub](http://www.facebook.com/movintargetsscooterclub)

## NORTH LINCOLNSHIRE

### LOST & LONELY SC

Based in the Isle of Axholme, North Lincolnshire, between Scunthorpe, Gainsborough and Doncaster. Our club meets regularly at the Ingleby Arms in Amcotts at 7.30pm on the first Tuesday of every month. We are an informal club consisting of both male/female Lambretta and Vespa owners. For more information contact either Trevor (07947 725375) or Paul (07745 162760). Website: <http://lostandlonelysc.com>

## NOTTS

### WORKSHOP MOD APPRECIATION SOCIETY

Meet Wednesday nights at the Sherwood Ranger, High Road, Carlton in Lindrick. All welcome to join in for a drink and a chat. Info 07935 433454 or via 'Workshop Mod Appreciation Society' on Facebook



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Or visit the club website at [www.vmsc.co.uk](http://www.vmsc.co.uk)



## SCOTLAND

### GRANITE CITY SC

Meet at the Fittie Bar, Aberdeen, every second Monday. Annual membership £10. We also run with other scooterists in the area (not everyone wants to be in a club). For more info email [RobCar1969@msn.com](mailto:RobCar1969@msn.com)

## STAFFORDSHIRE

### INBETWEENERS SC

Based in Stoke-on-Trent, we meet on the last Thursday of every month at Burslem Golf Club, Stoke-on-Trent. Entry is free and Soul, Motown and scooter sounds are played. We also hold Saturday night events every other month. Email [giveupwork@ntlworld.com](mailto:giveupwork@ntlworld.com) for info

### NORTH STAFFS JESTERS SC, LEEK

The club meets every Thursday at the Cock Inn, Derby St, Leek, from 7.15pm onwards. Info Steph Knott 07817 429616/[Jesterssc@hotmail.com](mailto:Jesterssc@hotmail.com)

## SURREY

### OLD GITS SCOOTER CLUB

Meet every second and fourth Sunday of the month from 7pm at the Railway Tavern, North Street, Carshalton, Surrey. Everyone welcome. Contact [oldgitsscooterclub@gmail.com](mailto:oldgitsscooterclub@gmail.com) or phone Mark on 07976 950377

### CHEAM LAMBRETTA & VESPA CLUBS

Clubs meet jointly at the Prince of Wales, Cheam Village, Wednesdays from 8pm. Cheam Lambretta Club contact Eric Jones (01276 23757). Cheam Vespa Club contact Paul Roger (07986 258027)

## SUSSEX

### AREA 51 SC

The club is based in Worthing, West Sussex. For regular updates on what we are up to, take a look on our Facebook page. Alternatively, our website address is [www.area51scooterclub.com](http://www.area51scooterclub.com) or failing that you can contact Sarah on 07932 554298 or via email [saraharea51sc@gmail.com](mailto:saraharea51sc@gmail.com)

## WARWICKSHIRE

### BEDWORTH SAINTS

The club meets on the third Wednesday of the month from 7pm at the Collycroft WMC in Bedworth (in Collycroft). We welcome any and all scooterists, non-scooterists, or people who are just looking to have a friendly chat. All ages are welcome. There are no membership fees. Info available from Steve (07736 834073) or via Facebook <http://tinyurl.com/z8slckx>

## NATIONAL SCOOTER CLUBS

### BRITISH LAMBRETTA OWNERS ASSOCIATION

Club membership is only £10. Info [innocentisx200@btinternet.com](mailto:innocentisx200@btinternet.com) 07846 72882

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Do you own a Lui, Vega or Cometa? If you do, email [lunaownersclub@hotmail.com](mailto:lunaownersclub@hotmail.com) and send your machine details

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## VETERAN VESPA CLUB

Catering for all classic Vespa enthusiasts around the UK. Website contact [www.veteranvespaclub.com](http://www.veteranvespaclub.com) Email [vvcmembership@veteranvespaclub.com](mailto:vvcmembership@veteranvespaclub.com)

### ZUNDAPP BELLA ENTHUSIASTS CLUB

Own a Bella? Join our group of like-minded enthusiasts and share advice, tips and event news with fellow Zundapp owners. Info [briancrook@blueyonder.co.uk](mailto:briancrook@blueyonder.co.uk) 01772 516924. Website [www.zuendapp-bella.org/zbec](http://www.zuendapp-bella.org/zbec)

## UK NATIONAL SCOOTER-RELATED ORGANISATIONS

### BSSO

The British Scooter Sports Association runs events throughout the UK for all scooters – automatic or classic, solo or sidecar. There are events for both off-road scootercross and high-speed racing at many of the UK's best-known circuits. Visit [www.scooterracing.org.uk](http://www.scooterracing.org.uk) for more information

### HEINKEL CLUB

Heinkel Club – Tourist scooter help, advice wanted or given. Rallies, parts, magazines wanted. Website [www.heinkel-trojan-club.co.uk](http://www.heinkel-trojan-club.co.uk) 01482 806405

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### VFM

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## MALLORCA

### XAPILLES SCOOTER CLUB

(Formerly Rutters SC.) The club has many different scooters from all over Spain and beyond. Mechanical or technical advice (or just come along for the stunningly beautiful ride-outs). Call Paul on 0034 676 365127 or email [nsoul1974@yahoo.co.uk](mailto:nsoul1974@yahoo.co.uk) (English speaking)

## SPAIN

### 'LOS MOTOS LOCOS' SC

An ex-pat scooter club in the Fuengirola/Benalmadena region of the Costa de Sol. Members meet regularly for ride-outs. They also have a full calendar of events. Info: search 'losmotoslocos' on Facebook



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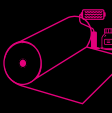
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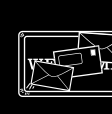
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# 'Once a Prowler, always a Prowler'

Ex-pat, Graeme Mitchell shares some more of his nostalgic memories

**R**egular readers may remember that we published a couple of pictures sent in by A4 Prowlers member, Graeme Mitchell, in a recent past issue. Well, he's just had a bit of a tidy up and some more pictures have come to light that he has allowed us to share with you.



Danny from A4 Prowlers looking like he's doing some running repairs on his SX200 – note the number plate. How much would you pay for that nowadays?



First Dunbar run – 1983? We made it! Panthers SC in the pic



Inside the Scootique workshop

## Scootique

Lambretta spares and repairs

52 Ramshill Road,  
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Telephone 0723-68674

Dear Graeme

Enclosed is a photo of the scoot for December. It is a G.P. 200 price £525. It has a Dell Otto carb, tuned barrel, 48mm big bore exhaust and is fitted with G.T. Gearbox and sprockets. A £100 deposit will secure.

Alternatively we can build a Lambretta to your own spec: Amal Carb, Reverse Cone Silencer, Metalflake Paintwork etc. This also takes a £100 deposit and will take 3 weeks or we can rebuild and respray your own scoot within a week.

Yours Faithfully  
M Dixon

Graeme's original letter from Scootique in Scarborough (remember them?) showing a quote on a GP200



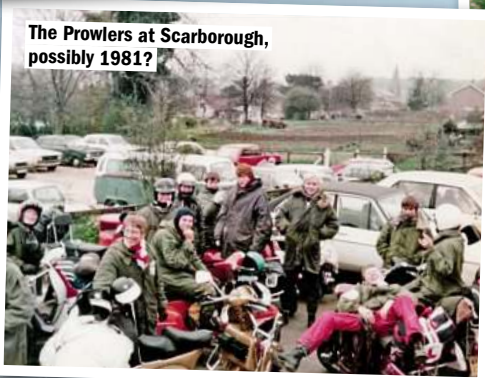
'On the run'



At the first Isle of Wight rally sorted by the A23 Crusaders. Think it was either August 1980 or 81.



My only two trophies... beaten into second place by David Batty of Doncaster Hunters (bastard)! Where are you now, mate?



The Prowlers at Scarborough, possibly 1981?



All ready? Let's go!

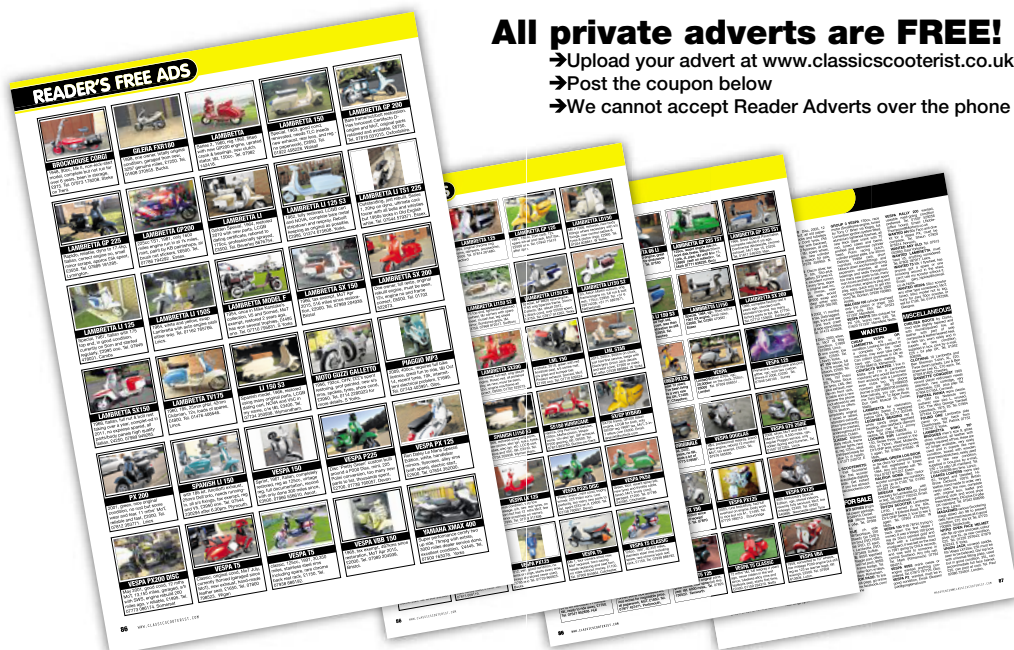


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Series 3, Italian Lambretta, 1965, parcel shelf/backrest, restored to high std in 2003, £4200. Tel. 07768 028487. Colchester sschofield285@aol.com



## INDIAN LAMBRETTA

Series 2, well maintained; paint original from 1982 import, lots of new parts fitted, sold with all Lambretta tools, £2800. Tel. 07809 414830.



## INNOCENTI DL150

Recent Import - all papers inc orig log book, UK reg, V5, Sorn, restored 10 yrs ago, £3999 no offers. Tel. 07946 608850. Leics. julia1961@aol.com



## LAMBRETTA

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Really nice 125s, from Italy, c/w Nova reference, mainly original paint, maybe touched up in a couple of places, £2350. Tel. 07946 608850.



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## LAMBRETTA LI 125

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## LAMBRETTA TV175

Series 3, starts, hardly used in 10 years, over 50 years old, MoT/tax exempt, £4250. Tel. 07837 469454. Exeter aljan.holly@googlemail.com



## LATE 1970 DL

Totally std 150, orig 6v, carb, exhaust, needs check over (been stood 2 yrs), £4500. Tel. 0192 6339645. Tel. 01926 339645. nikkijohn@ntlworld.com



## LI 150 SPECIAL

Full rest, match nos, show cond, orig or Casa parts used only, needs reg (Nova dating cert), p/x for Lambretta Series 3 rest project, £6000. Chertsey



## LI SPECIAL 125

Imported (c/w Nova), mainly orig paint, Straight scooter, almost totally orig, perfect for rebuild/full rest, £2350. 07946 608850. julia1961@aol.com Leics



## PIAGGIO 125

Fly, 2006, 4680 miles, garaged and currently Sorned, vgc, footrests added for disabled driver, £800. Tel. 01487 830572. Cams.



## PX VESPA DISC

2008, low miles, garaged 9 mths, little use, all paperwork, log book (manuals), MoT, £2200. Tel. 07823 555701. Hitchin. cosby100@hushmail.com



## SPANISH TV 175

Series 2, rebuilt engine inc crank, piston, bearings and seals, painted by Mark at Jubilee Scooters, £8250. 07866 720333. timmason10@ntlworld.com



## SS HURRICANE

Replica, std 180cc engine, orig 60s flyscreen, replica Nannucci Super Florida bars, reliable, show-winning cond, £7995. Tel. 01628 486749. Marlow.



## VESPA 125 SUPER

Standard on 8" wheels, tax/ MoT exempt, Sports exhaust, Whitewall tyres, good spare, no structural rust, £2000. Tel. 07976 400239.



## VESPA 150 SPRINT.

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## VESPA 50 SPECIAL

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## VESPA GS150

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## VESPA GS160

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## VESPA GT

1968, 180cc, prof restored 2012 by retrospective scooters, vgc, 1283km on clock, £4000. Tel. 07932 602213. Exeter. For info ebrowne38@yahoo.co.uk



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## VESPA PK125

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## VESPA PX

very low mileage, used 3-4 times a year during Summer, garaged 9 months of year, vgc, MoT, £2200. Tel. 07823 555701. ggarden2010@live.co.uk



## VESPA PX125

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## VESPA PX150E

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### PANTA TRIP

over trousers, medium, brand new, never worn, Scooterist Scene mags, issue 33, 2002 to issue 35, 2002/3, free for collection only. £50. Tel. 01634 867070. Kent.

### SCOOTER MEMORIES FROM THE 50s, 60s, 70s, 80s & 90s.

Do you have any pictures or information from this era? If so, then Classic Scooterist would like to hear from you. Please contact Mau at mauspencer@classicscoterist.com or ring 01507 529408.

### T5 MILLENNIUM

No.87 of 400, original engine with just over 12k miles, has been under-waxed every year, paint was done 4 years ago in Ford ST orange (couple of small patches need sorting), exhaust replaced 3 years ago and a new rear shock two year, very well looked after and still runs like a dream, need space, £2850. Tel. 07588 333440. Sheerness. Dazrog68@gmail.com

**VESPA Special 50cc** upgraded to a 100cc registered as a 50cc, Y reg, 1983, rare 4 speed, new clutch, points and carb, custom made seat, rubber foot mat, spare wheel with black Vespa cover, lights and mirrors and front carrier on scooter are not included, only used this bike for shows since doing it up but have had 55mph on a flat run, a great mod looking bike, £2200. Tel. 07507 868202.

**VESPA ET4, 2003,** £50. Tel. 07523 498673. Birmingham.

### VESPA DOUGLAS SPECIAL

50cc upgraded to 100cc (reg as a 50cc), Y reg, 1983, rare 4-speed, new clutch, points and carb, custom-made seat, rubber footman, spare wheel with black Vespa cover, only used for shows since doing it up, a great mod-looking bike, £2200. Tel. 07507 868202. tomothompson3469@gmail.com

**VESPA GT 1968,** 180cc, dark blue, professionally fully restored in 2012, excellent condition as hardly used (1,283km on clock), barely run-in, fitted with a 150cc rebuilt Sprint Veloce engine to allow a 180 kit to be fitted, bringing it up to 180cc, spare wheel fitted inside leg shields, tax exempt, MoT, £4000. Tel. 07932 602213. Dundee. kevinmanzie@hotmail.co.uk

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### VESPA GTS125

2009, blue, 17300 miles, Sorned 2015, garaged, tidy but wear and tear, some repairs needed, £750. Tel. 07938 858213. N Yorks.

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### VESPA PX 125

**DISC** Last of the Italian-made 2-strokes, electric start (working), front disc brake, genuine Piaggio 125 exhaust, one key fits all locks, 12v battery, autolube, all electrics in working order, excellent tyres, everything works as it should, great condition for age, not a spot of rust, MoT Aug, V5 in my name, on Sorn at moment, cash on collection, fully learner road-legal 125cc scooter, £1300. Tel. 07967 585138. Preston, Lancs. gillivanilli@hotmail.com

## Parts for sale

### BREAKING VESPA

**GTS300** I have loads of Vespa GTS300Os to break direct from Metropolitan police (have fully documented receipts), all tested and working parts at reasonable money, fitting service available. Tel. 07939 912145. Scarborough.

### LAMBRETTA TS1-

**225** JL expansion pipe purchased from Kegra, done 150 miles only, needs repaint, cost £400 will sell for £175 + p&p. Tel. 07790 901283. Berkshire.

### VESPA SPRINT

pair of chrome side panels and mudguard, Italian, locker box type, nice condition, £300. Tel. 07967 040063.

### VESPA SPRINT

side panels and mudguard (Italian) - locker box type, nice condition, £300. Tel. 07967 040063. Birmingham. adamjstevens19@gmail.com

## Miscellaneous

**JUDGE DREAD** rare signed LP only £45. Also SKA two tone CDS. Tel. 07796 248868. Kent.

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# 1951: a new era...

Britain in 1951 was home to few scooter makes and riders. The scooter boom of the mid-1950s was some years away and post-war Britain was slowly moving ahead.

**T**he mid-late 1950s scooter magazines were a few years away from the start of the decade, so anyone interested in reading about them had limited resources (odd items in the motorcycling press of the time).

Within the 1951 Daily Mail Motorcycling Guide is a section by Courtenay Edwards entitled 'Choose Your Mount', in which the writer reviews Britain's outstanding motorcycles. Amongst the AJS, Francis Barnett, James, Matchless and Triumph machines, a handful of scooters appear.

The Bond Miniabyke, built by Ellis Ltd in Leeds, is described as a lightweight motorcycle. Its alloy frame with a pressed skin construction was more akin to the world of aviation. The frame housed a 98cc Villiers engine. Ellis predicted that by the start of 1951 they'd be making 100 machines a week. The strange-looking machine would set you back £85 (speedometer extra).

Given WW2 had only finished six years previously it would be no surprise that the Brockhouse Corgi was being built. Based on the Wellbike manufactured for use by Army paratroopers, the machine wasn't a new design, but over 20,000 were sold, so it must have had something going for it. The robust Spryte one-speed engine produced a speed of 30mph; fuel consumption was 120mpg (not bad for the pre-war economy). The guide states the Corgi was popular as a family runabout, but was also popular with window cleaners and decorators. Various modifications were introduced, including a kick-start and a conversion set for enclosing the engine. A 98cc single speed engine producing 2.1bhp was the order of the day, with a two-speed box being an optional extra.

Tucked in amongst the motorbikes was Britain's open frame scooter, the Swallow Gadabout, which mimicked the continental machines of Piaggio and Innocenti. Tucked under the body was a two-stroke 122cc Villiers. Despite Villiers producing a four-stroke

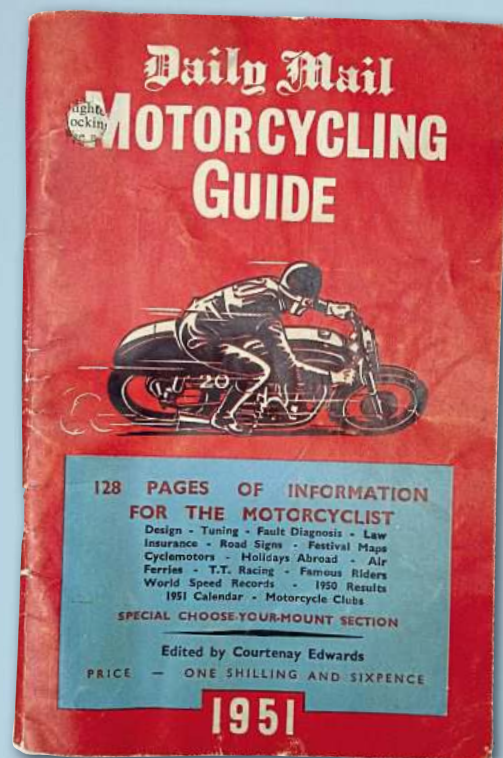
engine in 1911, the Wolverhampton-based company decided that there was a larger market for lightweight motorcycles powered by a simple two-stroke engine.

The Swallow Gadabout came with a kick-start and a twist-grip throttle; a mighty 4.1bhp came at 4,500rpm.

Official Lambretta scooter imports hadn't started at this time, and as for Vespa – that's where Bristol-based Douglas steps in. By 1948 (two years after Piaggio launched their Vespa scooter on to the Italian market) the company was effectively bankrupt. Managing Director Claude McCormack was on holiday in Italy during 1948 when he saw a Vespa scooter and negotiations then came about so that the Vespa could be manufactured by Douglas. In fact, a Piaggio-built Vespa appeared on the Douglas stand at the 1949 Earls Court Motorcycle Show. UK production would not start until 1951.

The Daily Mail guide states: 'The two-stroke engine and three-speed gearbox are carried by the rear suspension and there is a direct shaft drive to the rear wheel. Suspension is by helical springs front and rear. The frame is of pressed steel. You change gear by a twist-grip control. Weather protection is first class.' The simple 125cc Vespa – the Rod model – was yours (in 1951) for £127 (which equates to £3,115.06 today).

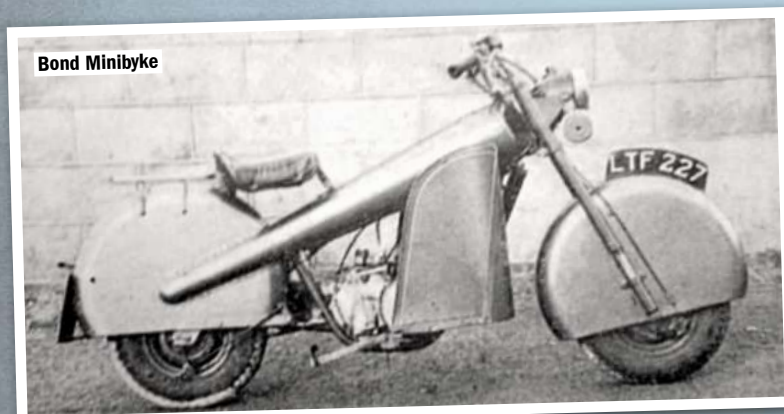
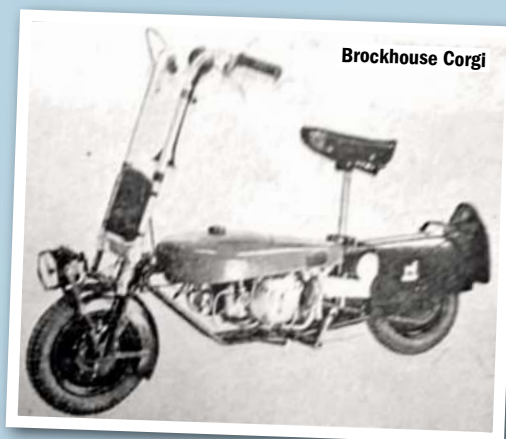
Within the booklet is a Douglas Vespa advert headlined 'Creative Evolution', showing the evolution from the 1818 bicycle to a 1919 lightweight motorcycle. The wording states: 'There the evolution halted with only minor changes until in one great leap (what evolutionists called a mutation) entirely new principles brought a new design. The clumsy frame is replaced by a construction in pressed steel giving greater rider protection. The power unit is moved to a more logical place, completely housed and drive is transmitted by direct shaft. The result is pleasing with a remarkable performance, comfortable, strong and economical in use.'



Douglas was keen to offer UK buyers a British-built Vespa and continued to build Vespas until 1965 when the production at the Kingswood plant stopped. The 1950s and 1960s were interesting times for both the Innocenti-built Lambretta and the Douglas/Piaggio-built Vespa, which would both eventually dominate the UK market. Lambretta in the UK had the strapline 'Get around better travel Lambretta'. Vespa had 'The Nobility of Mobility'.

To quote Bob Dylan, the times definitely were a-changing!

Gill Beecham







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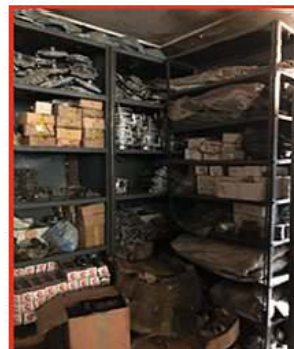
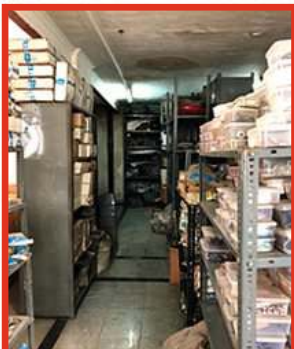


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